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CHICAGO WATER - WORKS.

CHICAGO

(AND

ITS SUBURBS.

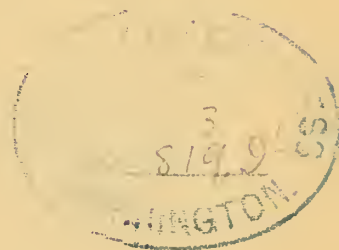
BY EVERETT CHAMBERLIN.

CHICAGO :

T. A. HUNGERFORD & CO.

1874.

J. H.



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INTRODUCTION.

The main purpose in the preparation of this volume has been to furnish the public with a more complete statement than has hitherto been attainable of the present aspect of Chicago ; this added to a clear, logical and sufficiently minute examination into the history of the city from its earliest days. The research of the author and his assistants into original and unpublished sources of information has been directed chiefly to the Chicago of the present, rather than that of the past ; the fact being that not only were all the valuable original annals of Chicago destroyed by the fire of 1871, but the old citizens, having lost in nearly every case the memoranda from which they were wont to refresh their recollection, have become less trustworthy sources of information than they were a few years ago. This being the case, it was thought best to make Part I. of "CHICAGO AND ITS SUBURBS" a thoroughly logical and analytical, rather than an exhaustively circumstantial treatment of the development of Chicago. It is believed that the history of Chicago, as given in this volume, not only combines all the trustworthy statements of essential facts which have been published on this subject (together with some which are new), but exhibits the wonderful development of the city which the world has adopted as one of its greatest wonders, in a more logical, thoughtful, and instructive manner than they have been given heretofore. The author (or editor) is able to say this without egotism, since the credit of it must be ascribed to the Hon. James M. Binckley, whose important services in this and other departments of the present work are cheerfully and gratefully acknowledged.

Attention is respectfully called to the full array of new facts brought out in Part II., especially concerning the railroad resources, the commerce and the manufactures of Chicago. The facts there revealed, and which great pains have been taken to substantiate, are

full of a significance which the author, averse to anything which seems like boasting or special pleading, leaves the reader to interpret for himself. One of these facts is that Chicago has already tributary to herself, (not reckoning as such her outlets to the East and their branches) *one-third* of all the railroad mileage on this continent. Another is that her manufactures have increased 137 per cent. in the last three years, and 1,230 per cent. within the last thirteen years. And her manufactures are being extended and her railroads being pushed into the fertile fields of the West, North, and South, with an energy which even the present hostility of the rural population seems unlikely seriously to interrupt. The tables of railroad mileage are not only useful and instructive, they are absolutely new, having been compiled from many scattered pages in Poor's Manual, in Vernon's later and remarkably elaborate work, and in the latest official statements of the corporations concerned. Great care has been taken to verify details and to exclude all statements which discount the future — once a favorite habit of the West, now, happily, going into disuse (though the editor would not guarantee that the reader will not find a little of it in Part VI., just as he would in the suburban prospectuses of any other city — even Boston).

In the chapter on the Commerce of Chicago, the reader will learn that the largest jobbing firms of the city are doing thirty times the volume of business which the largest did twelve years ago; and that there are now nearly a hundred firms in strictly mercantile lines which transcend the maximum of them. The bank clearings in Chicago during September, 1873, were just about \$30,000,000 per week; and the total clearings for the summer of 1873 showed an increase over the corresponding period of 1872 averaging about \$1,250,000 per week.

It is appropriate to add here a reference to the extraordinary firmness with which Chicago received the shock of the panic of 1873 — her banks, her merchants, her manufacturers and her people, being less disturbed by the general collapse of confidence than those of any other great city, east or west. This was due less to any superior methods of doing business in Chicago, or any superior quality of her business men than to the fact that Chicago held the keys to the immense granaries of the West, upon which, more than upon anything else, the country depended for relief against the pressure of hard times. Much is due, however, to the conservative habits of Chicago business men, and to the correct methods of trade

which prevail here, and which are adverted to in the chapter on Commerce.

On page 169 and those following are to be found some calculations of the future growth of Chicago, founded upon the elements which have entered into her growth in the past and upon the rules which may reasonably be expected to apply to her developments hereafter. For the consideration of this question, the author bespeaks on the part of the reader the same unbiased candor which dictated each step of the calculation.

On pages 183-4 are given briefly some important facts concerning the climate of Chicago, and the peculiar equability of temperature which prevails about the head of Lake Michigan, giving that favored district the winter climate of St. Louis with the summer climate of St. Paul. The crowded state of the chapter into which this matter is introduced prevented the elaboration, in connection with it, of an idea which bears with great force upon the destiny of Chicago — that is, the exhilarating effects of her climate. Not to appear extravagant, we will put it negatively, and say that the Chicago worker finds himself less enervated by the climate of summer and less inconvenienced by that of winter than the worker in any other western city. In New Orleans or Memphis, to say nothing of the fear of yellow fever or cholera, and the other considerations that drive the well-to-do worker out of the city for two months of every year, or keep him out altogether, there is the constantly weakening and wearing effect of a long hot summer, which detracts greatly from the nervous energy, and indeed the muscular power, whether of brain or limb, of every inhabitant, and reduces his annual aggregate of work, often by a full half. In St. Louis, the same is true, though in a less degree. In Chicago, on the contrary, the maximum of climatic aid to the nervous and muscular system seems to be obtained, in the preponderance of lake breezes which make every summer day (excepting an average of three or four in the season) comfortable, instead of intolerable and demoralizingly torrid; and the mollifying influence of the lake in winter, makes that season a third less long and severe than that of the Mississippi river towns which have our mean summer temperature. There is no disputing the fact that there is more work in a Chicago man, whether he work with his brain or his hands, than in one of almost any other locality. Observation confirms the fact, and science readily furnishes the reason.

Though it is hoped that this book will prove of interest and value

to the general public, it is expected to be more especially so to those who are interested in Chicago lands. Chapters bearing on this subject have been elaborated with reference to this end, and much effort has been made to present a fuller history than has ever before been published of the lands in and about Chicago, and the traffic therein. In the preparation of these chapters the author has realized that any intentional deviation from the actual facts of the case would vitiate the whole, and that consideration, if no higher one, has induced a most scrupulous care in respect to statements of fact. In the treatment of the suburbs of Chicago, it is but proper to remark, the publisher has been guided somewhat by patronage in the degree of elaboration to which any particular interest is treated; but the editor has not in any case waived his prerogative of preventing exaggeration and securing justice to all, the reader being never forgotten.

With these remarks, and with some reluctant apologies for the inevitable consequences of the haste in which some parts of the book were put to press, "Chicago and its Suburbs" is respectfully submitted to a public which has always manifested an interest, usually kind as well as keen, to hear something more about Chicago.

E. C.

Chicago, Nov. 16, 1873.

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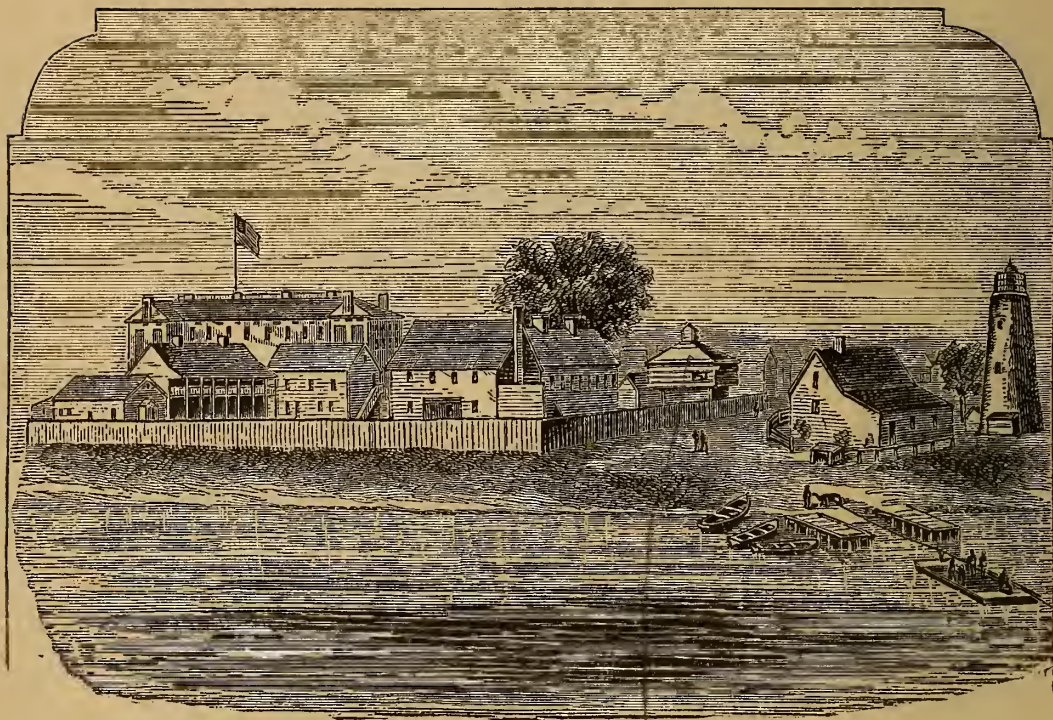
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Sutler's store. Marine Hospital.
Soldiers' quarters. Store-house.
Com'ding Officer's quarters. Block-house. Old U. S. Factor-house.
Light-house keeper. Light-house. Ferry.

FORT DEARBORN IN 1850.

Our illustration is a most forcible demonstration of the rapid rise of Chicago from a simple military stockade to its present colossal proportions. Fort Dearborn in 1850 is faithfully represented in the above cut, and though the background does not show the entire "city" at that time, yet the principal features of the settlement are all visible. The ferry shown in the foreground ran from the foot of Cass street, on the north side of the river by the old Lake House, and terminated at the fort. The hotel was situated to the right of the light-house. The tree visible between the light-keeper's house and the light-house stood outside of the stockade, between it and the Government garden, is the spot where, in 1828, the Winnebagoes held a council with Big Foot, chief of the Pottawatomies, and tendered the "war wampum belt," as a pledge of their assistance in the massacre of the garrison. The Indians had gathered in from all sides to receive their annual pay from the Government, and concocted their interesting plan at that time, as above described.

The Marine Hospital, completed in 1850, was situated east of and near the stockade. Within the fort were the soldiers' quarters, store-house, commanding officer's and land officer's quarters, and the block-house. The other buildings were outside. The small building east of the block-house is intended to represent the fort barn, but it should have been much larger and with an observatory at the roof, and the location is not quite correct. The building seen over the roof of the light-keeper's house may be intended for the store of the American Fur Company. As the city grew up, the buildings were one after another taken down, only the Marine Hospital, an imposing structure, remaining until destroyed by the great fire.



Crib

Tunnel

MAP OF CHICAGO

Engraved by
RUFUS BLANCHARD.
FOR
CHICAGO & ITS SUBURBS
T.A. HUNGERFORD & Co.
Publishers
91 & 93 Washington St, Chicago, Ill.
1874.







CHICAGO INTER-STATE EXPOSITION BUILDING
200 feet Wide, 400 feet Long



MAP OF COOK AND DUPAGE COUNTIES

Engraved By
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FOR

CHICAGO & ITS SUBURBS
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PUBLISHERS

91&93 Washington St. Chicago Ill.
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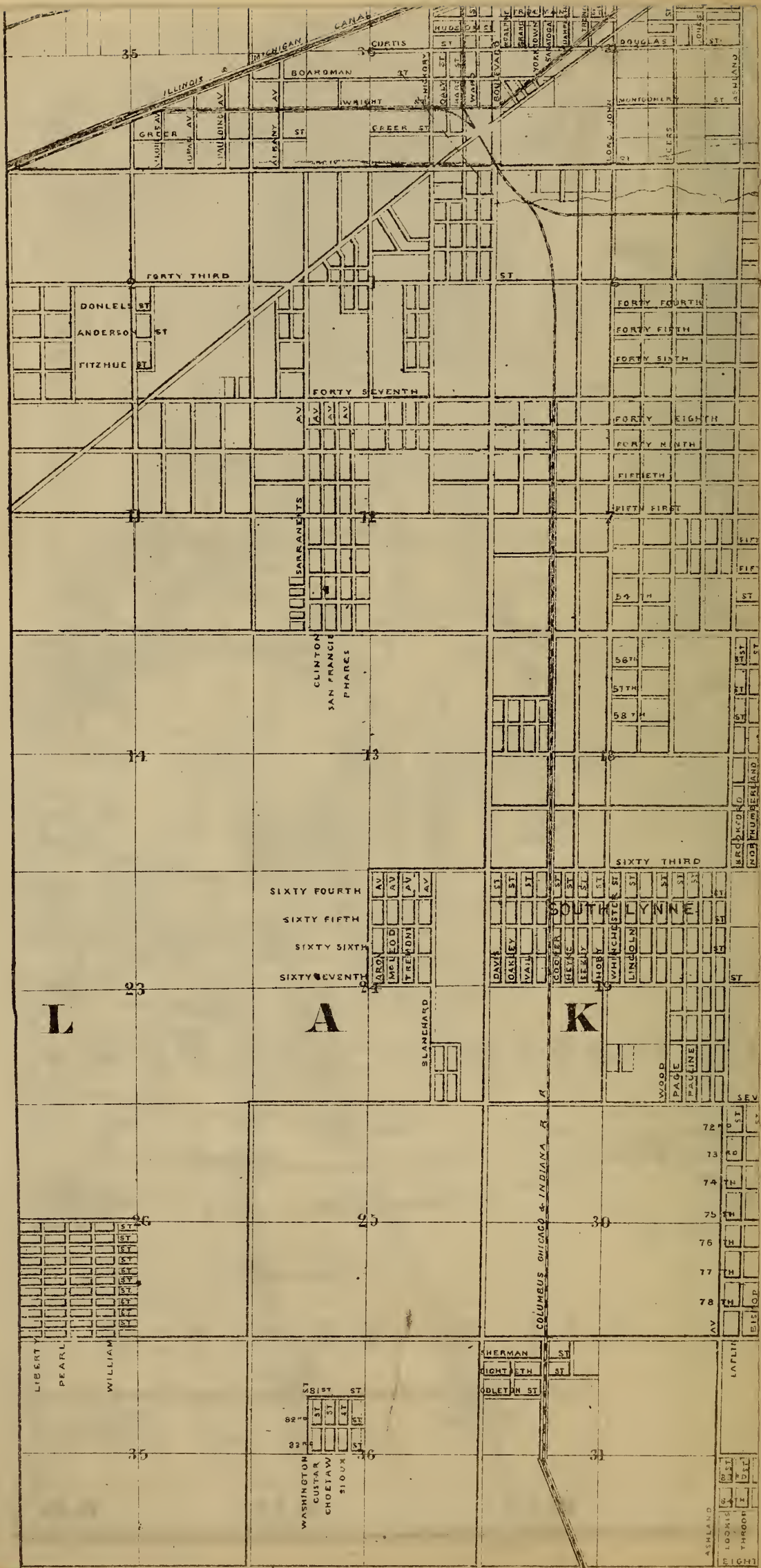
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Post Roads ———

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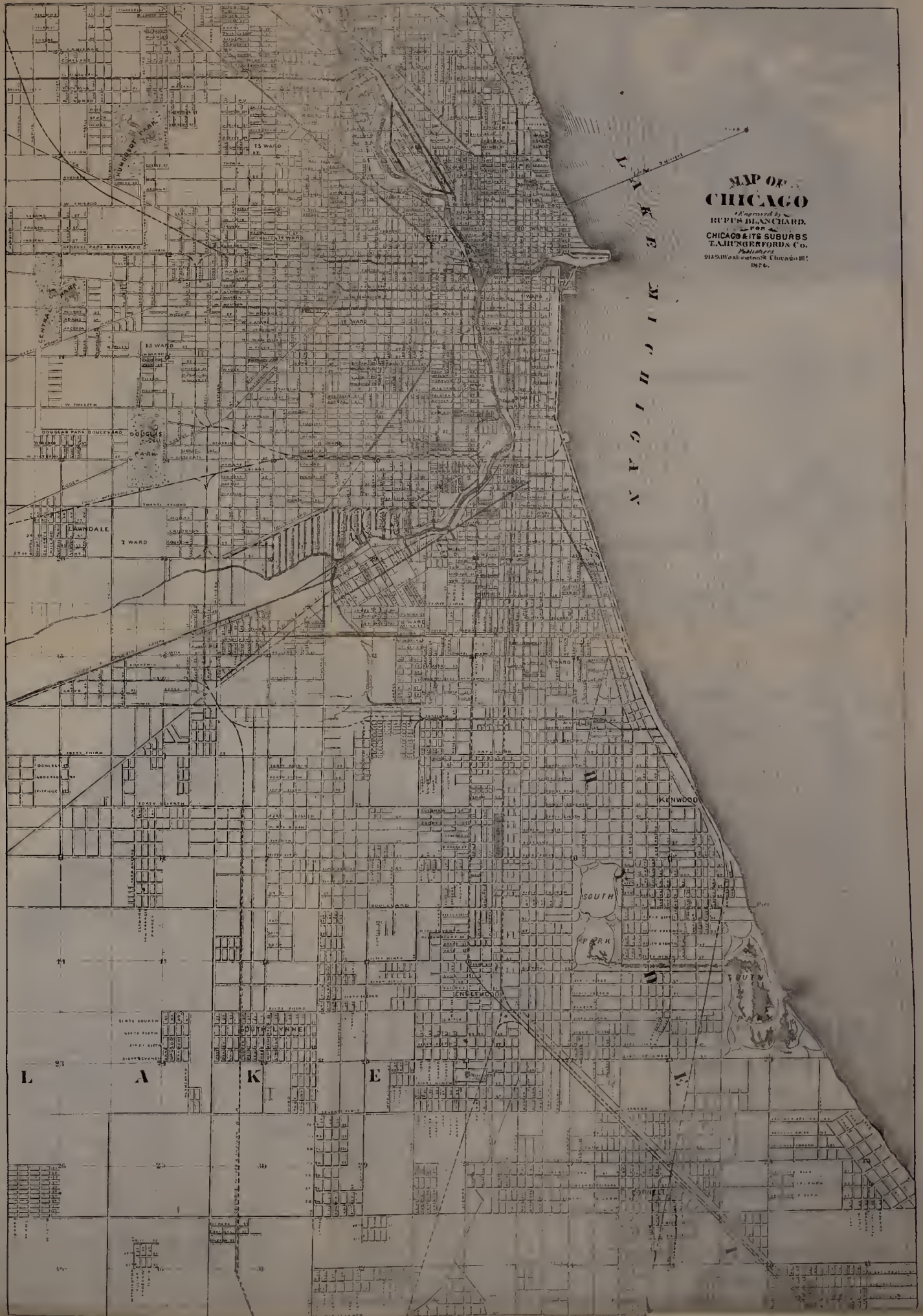
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PART I.

HISTORY.



MAP OF CHICAGO

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Publishers
912 N. Wabash St. Chicago Ill.
1874.

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EMBRYONIC CHICAGO.

A Parallel Imported from Europe — The Key to Chicago's Development — Origin of the Name — A Popular Fallacy Corrected — A Little Something About Joliet and other Ancient Frenchmen — Chicago a Graduate of Three States and Territories — The First Landlord — Indian Massacres — A Picture of Chicago in 1820-30 — End of the Ante-Natal Period.

THERE was a time, not quite pre-historic, when the heart of Europe, drained by the Danube, and the great Mediterranean region, both already populous, had no connection; the Bosphorus was not yet open, for the control of which nations still contend after two thousand years of struggle; so important is the point of inosculation between two great hydrographical systems.

In North America, the interior River and Lake basins, heading in the same plateau, both first dominated by the French, needed only a communication of adequate facility to convert them into one internal system and the greatest in the world. Near the sources, none such was practicable, but in a milder climate, and in the breast of a region of extraordinary capacity for a dense population, a portage of unknown antiquity was found, by a few miles of which even water communication at high flood was possible from the Falls of Niagara to the Gulf of Mexico. Near that portage stands Chicago.

The Situation. — Thus, on general geographical considerations, a great city at the most practicable communication of the interior water systems was, at any time, before the introduction of railroads, at least, a warrantable expectation, when the country should fill up; except that no manner of harbor was found for the trade of such a place, and the only tract of ground suitably located was a drainless bog. The artificial railroad system has since partially remodeled the providence of nature, but has not cancelled the truth that this ancient portage was the cause of Chicago; a port naturally destitute of every other topographical qualification. All descriptions on this agree. At two or three points, the adjacent soil was "a couple of

feet " above the water level, but all the rest was down within a few inches of it, traversable by canoes during a large part of the year, never dry, populous with aquatic creatures, and thick with rank joint-grass; here and there, only, relieved with clumps of graceless jack oak, and an occasional dismal pine tree. From this miserable tract, a sluggish stream, gathering its waters with difficulty from its numberless pools and miles of mud, with two branches, joined them about a mile from the lake, into which it passed over a sand bar, flowing, indeed, but only "ten or fifteen yards wide and a few inches deep." Yet, this despicable slough was to become a Thames for a 17th century London!

The Name.—A popular but superficial writer makes even the name "Chicago" an aboriginal memorial of the repulsive site. So the phrase of euchre players "sent to Chicago" instead of the coarser word "skunked" embodies the same error; which probably arose from the name Skunk having been applied—possibly, in his disgust by a single luckless explorer—to the river Checaqua in Iowa, without reference to etymology. But philologists recognize the latter, through various corruptions, as one of the Indian names of irate Deity—the thunder god, much like the Scandinavian Thor. "The thunder is his wrath; the gathering of the black clouds is the drawing down of Thor's angry brows; the fire bolt bursting out of Heaven is the all-rending hammer flung from the hand of Thor; wrathful, he blows his red beard—that is the rustling storm-blast before the thunder begins." Such are true associations with the name.

Now, old settlers allege that at a point on a branch called Jackson's creek, flowing into the Des Plaines, the soil was continually broken by the striking of lightning in early times. A mound, long since disappeared, may have been, ages ago, a propitiatory shrine of the ancient Mound Builders, by whom many a human victim may have been sacrificed to appease the mysterious wrath which ploughed the adjacent turf with thunderbolts. In the later day of the Indians, this little branch bore the name in question, for the oldest map, (Franquelin, 1684,) calls it "Chekagau," while, to what is now known as the Chicago river the name therein given is "Cheagoumeinan." Doubtless, Jackson's creek was a haunt of the thunder god; Skunk river, in Iowa, perhaps, another.

But the dignity of the name is placed beyond dispute not only by its etymology but by the frequency with which, in the old French

maps of 1684, 1687, 1688, 1696, etc, the great Mississippi himself is called "Chacaqua or Divine River." If the name anciently localized deific wrath, the apprehensive modern Chicagoan may reflect that the stream so designated ran not into the lake, but into the Gulf of Mexico as fast as it could. The name seems not to have been appropriated at the lake shore until the French built a fort of whose early existence under the name of "Fort Checagou," in 1688, we learn by the Quebec map of that year; and then the name was probably borrowed, not from any stream, but from the arrogant chiefs of the powerful Tamaroas who, after the manner of the Cæsars and the Montezumas, bore the name Checaqua as a successive title, importing the attributes, or perhaps, the exclusive patronage of the neighborhood deity. In a manuscript brought from Paris by the late General Cass, dated in 1726, the site of Chicago is called "Chicagoux," from which the settler's English tongue quickly dropped all after the round vowel.

The Earliest Discoveries. — Historically, our earliest knowledge of this interesting spot was acquired exactly two centuries ago (1673). While the zealous Elliot, translator of the Gospel into the Indian tongue, was exhausting his missionary zeal six miles west of Boston, the French Jesuits had planted stations all about the Upper Lake region, but not yet as far south as the head of "Lac des Illinois," as they designated Lake Michigan. James Marquette, one of them, a man whose history is peculiarly venerable, having heard in detail of the Valley of the Mississippi, with his coadjutor, Joliet, set out with two canoes and five additional men, on the 17th of May, 1673, and by portage by way of the Fox and Wisconsin Rivers, found himself in the great river in June. After descending as low as Arkansas, when, on his return, he reached the mouth of the Illinois, he was attracted by accounts of the interior, and of a better portage back to Lake Michigan, and ascended that river. Taking the Des Plaines branch, he was able to reach the water-shed, but eight feet higher than canoeable waters, crossing which he launched into the stream that conducted him to the lake. We do not know how long he tarried at the mouth of that oozy lagoon, between impassable fens and the beach, ridged and piled with drifting sands. He reached his home station by way of the west shore of the lake, after a canoe voyage of 2,500 miles.

Delighted with his reception in the Illinois Valley, Father Marquette returned, the next season, to the region of the great portage,

and in October, 1674, at a point probably not far from the Bridewell grounds of the present day, on the south branch of the creek, he erected the first white man's structure on the site of Chicago—a dwelling and an altar. Here he wintered; shooting buffalo, deer, turkeys, etc., from his door. In the following May, from toil, exposure, and original infirmity, he perished on the shore of the lake, the savages, by every affecting token, testifying their gratitude and their grief.

French Occupation.—These missionaries and others continued their explorations, among whom La Salle and Hennepin are conspicuous. In 1681 the former first passed over the portage, and by 1684 good maps, still extant, exhibit the whole district; that of 1688 showing that the lake end of the communication with Louisiana was made a military post, as before mentioned, under the name of Fort Checagou, a point thenceforth of importance to the religious propagandists, traders and adventurers throughout, from Canada to Florida. The map of 1696, by Le Sieur Sanson, Geographer to the King, is significant on this point. Thus, probably with little local change, two generations passed away, when, if not before, the fort was abandoned, and the region about it remitted to its aboriginal status, under the cession of Canada to the English, in 1763, by the treaty of Fontainbleau, after the conquest of Wolfe. Thus terminates a stage of Chicago's history with which it has no connection but local identity, so completely seems the white man's influence to have disappeared for another generation or more.

Chicago in the "Old Dominion."—Meantime opulent and populous colonies on the Atlantic were extending apace, beginning to look westward from the summits of the Alleghanies, and ripening for national independence. Fort Chicagoux, at most, had been but a French outpost within that great region bounded by the Ohio river, the Mississippi and the lakes, to which neither England nor France had ever made other than indefinite and technical claim, afterwards known as the Northwest Territory. In this condition, the whole region, including the site of Chicago, was annexed to Virginia by right of conquest, after the success of her own military expedition against the Indians and French emissaries and squatters at Kaskaskia in 1774, under George Rogers Clark.

If during the Revolutionary epoch great deeds were hallowing Virginia territory, Chicago stands on "sacred soil" as much as Richmond; for over these prairies (on which, in those days, we have no

tradition of civilized presence) the process of a Virginia court was as valid as at Williamsburg, her capital, the whole Northwest Territory, including part of Wisconsin and of Michigan, and all the states of Ohio, Indiana, and Illinois, having, in 1778, been erected into the "County of Illinois in the State of Virginia."

Under Good Training.—After peace with Great Britain, the celebrated compact was made between Virginia and the United States, whereby the former, first stipulating for perpetual freedom of conscience and the press, for the perpetual prohibition of slavery and involuntary servitude, and for the admission of prospective new states on an equal footing with the old, divided herself by the Ohio river, and ceded all the rest to the United States for the "common benefit of all the people." Upon these enlightened principles, the great Ordinance of 1787 was enacted. Finally the Constitution of the United States, in 1789, was adopted, making "a more perfect union." Thus, with the later additions of land grants for schools and internal improvements, arose the peculiarly American system of territorial pupilage and state enfranchisement, of the beneficence of which the city of Chicago is the most brilliant illustration. Nor should it seem strange that the system issued from Virginia; that, in fact, the magnificent West now should be but the realization of her hopes, and the fruit of her plans; for at that day, pro-slavery, as a doctrine, was unborn, and great enterprises were rifest in Virginia. Vast schemes of internal communication, organic trade, territorial expansion etc., were boldly projected, against all the maxims of Poor Richard, accurately reflecting the then spirit of New England thrift. The possibility of reversing the world's course of trade, and supplying Europe with the silks and teas of Asia over this continent, by many thought to be only delayed by the Suez Canal, is accepted now as the boldest commercial aspiration of the age. Yet, in fact, a hundred and twenty years before Congress endowed the Pacific railroad, Virginians discussed the notion with London correspondents. But, after the adoption of the federal constitution, this spirit was rapidly supplanted by doctrinal abstractions superinduced by mutual sectional jealousy, afterwards distorted into madness by the rise of the cotton interest. Had it continued, a Virginia Clinton would have been sustained in the then long-projected canal across the Alleghanies, New York might have been at Norfolk, and Chicago at Cairo.

"Big Wind."—During the Indian campaigns of St. Clair and

Wayne, under Washington's administration, the Chicago portage, perhaps, saw no white man but an occasional British emissary. In the Treaty of Greenville, Ohio, 1795, where deputed chiefs from all the powerful north-western tribes assembled, after the exploits of "Big Wind," as they called General Wayne, to bury the hatchet, there is a clause providing for the abandonment, in favor of the United States, of "one piece of land, six miles square, at the mouth of the Chekajo river, emptying into the south-west end of Lake Michigan, where a fort formerly stood"—evidently the old French fort. This extinguishment of Indian title, in 1795, being in the nature of a quit-claim deed for lands, is sometimes called the earliest "real estate transaction" in Chicago. But in a more practical sense, the next year witnessed the first private appropriation of land, which never afterwards reverted.

The Original Landlord.—Jean Baptiste Point au Sable, a negro, at some point in the neighborhood of Dearborn and Water streets, then north of the river, in 1796 built a rude hut and claimed a surrounding tract. It is believed that no other civilized person frequented the vicinity, though the fur trade, afterwards so considerable, was at that time gathering Indians and traders. A Frenchman named Le Mai, a trader, succeeded him in his dwelling and claim, who, after several years' occupation, sold in turn to a man subsequently of considerable note in the settlement, John Kinzie, residing then with his family at the mouth of the St. Joseph River, on the eastern shore of the lake, now in Michigan. He was agent of Astor's celebrated American Fur Company. His son, John H. Kinzie, then a child, was afterwards a distinguished citizen of Chicago. Kinzie held possession of the claim, but did not bring his family to it for a time.

Fort Dearborn Established.—In 1803, the acquisition of Louisiana refreshed all manner of western enterprises, and redoubled President Jefferson's zeal for trans-Mississippi exploration. The activity of British intrigue rendered the Indians threatening. Under all these circumstances, the government established Fort Dearborn, probably on the exact site of the old French structure, and garrisoned it with fifty men and three pieces of artillery. The little schooner "Tracy" bringing this force is the earliest known marine arrival at Chicago. Kinzie thereupon brought his family, for whom he had developed the original hut into a comfortable home—the first family domicile in the place. This was in 1804. The same year, Captains Lewis and Clarke were sent by the government upon their celebrated expedition across the Rocky Mountains.

John H. Kinzie remembers being taught his letters in his father's log hut, in the winter of 1810, by Robert A. Forsythe, the boy being then under seven years old. For the sake of an initial date for education in Chicago, this act of tuition has generally been treated as the earliest schooling. In 1820, a school was conducted by a soldier from the fort; and earlier than this, viz., in 1816, William L. Cox, a soldier, had conducted a school in a little hut originally made for a bake-house during the former occupation of the fort, situated at what is now the corner of Michigan and Pine streets. The Kinzie children, including two girls, and three or four children of soldiers, constituted his little charge.

Chicago in Wisconsin.— Meantime, emigration, partially retarded hitherto by the Indian war, pressed west in an unprecedented tide after the peace of 1795 at Greenville. In the south at various places it had reached the Mississippi, in the north, it was bordering Lake Erie, while the great Ohio valley was filling from end to end, and Southern Illinois was getting populous. Kentucky had entered the Union in 1792, Tennessee in 1796, and Ohio in 1802, and in 1809 a territorial government was established for Illinois, of which the northern boundary was a line due west from the southernmost end of Lake Michigan. Thus, at that date, Chicago was in Wisconsin. The powerful influence at a later day of Southern Illinois, settled mostly from Virginia, Maryland and North Carolina, both in the State Legislature and in Congress, might not have been tributary to a place under another jurisdiction; thus it is no idle reflection that Chicago made a narrow escape, when, in 1815, Mr. Nathaniel Pope, Territorial Delegate from Illinois, induced Congress to make latitude $42^{\circ} 30'$ the boundary line, thereby including in Illinois the ports of Chicago, Waukegan and Calumet. But, to return to an earlier date.

Trouble with Indians.— The Indians, crowded by immigrants, and seduced by the British during the first five years of this century, were everywhere growing disaffected, though the now extensive and lucrative trade in peltries had kept up in the neighborhood of Fort Dearborn a footing of good will. At this time, with scores of traders, perhaps no family except Kinzie's resided outside the fort. On the 7th of April, 1812, a few weeks before the declaration of war against Great Britain (18th June) a large body of Indians assailed an outlying house, slaying and scalping its occupant. They approached the fort, but made no attack. Whites outside of the fort suffered depredations for some time, when it was determined by the government to abandon the post, then commanded by Captain Heald. The

matter was greatly mismanaged. Accounts differ not only as to the responsibility, but as to the most important facts. On the 12th of August, 1812, a parley resulted in a promise of safe escort to Fort Wayne in consideration of the delivery of the fort, ammunition and all contents, to plunder. On the advice of Kinzie, the extra ammunition and arms were destroyed, and whiskey, present in great quantity, poured into the river, from which the Indians eagerly drank. On a day following, the goods were distributed, but the Pottawatomies, especially, aggrieved by the loss of the arms and whiskey, were very unfriendly. On the 15th, the military, of uncertain number, under a hundred, with a baggage wagon in which were twelve children, and accompanied by all the white people of the settlement, set out, but were ambuscaded within a few miles by great numbers of Indians. A fierce encounter ensued. By one account, two women, twelve citizens, and twenty-six soldiers were slain, while the wretched children were tomahawked in the wagon off the field—in all, fifty-two; there remaining, twenty-eight soldiers, including Captain Heald, besides civilians. The Indians granted them their lives, upon surrendering, and all were brought back to the fort where they remained prisoners until ultimately ransomed. Mr. Kinzie's family do not seem to have been in the *mélee*. No surgeon being in reach, Mr. Kinzie serviceably operated with his pen-knife. The fort was destroyed and the country once more given back to the savages, by whom Chicago's first white natives had been thus slain in their infancy, 15th August, 1812.

Her Destiny Foreshadowed.—Such again was the utter vacancy of the southwest shore of Lake Michigan when, upon high considerations both of national defence and of the geographical significance of the ancient portage, in 1814, President Madison, in a message to Congress, recommended a ship canal connecting the waters of the Illinois River and Lake Michigan. Appropriate committees in Congress all reported favorably upon it, that of Rivers and Harbors, of the House, characterizing it as “the great work of the age.” From thenceforward, till the opening of the canal in 1848, the project was fostered by the State Legislature, by Congress, and by enlightened public opinion throughout the country.

In 1816, for the third time, the white man came to Chicago. Not only was the peltry trade of the upper lake region worth protecting, but the restive Indians, incited by British agents, necessitated a sentinel in their midst. The fort, therefore, was rebuilt, under the

direction of Capt. Bradley, and garrisoned with two companies. It became immediately a rallying point for traders. The supplies for the garrison came from Green Bay, annually or semi-annually, in a schooner of forty tons, owned by the American Fur Company, or by Mr. Astor. This was the only water-craft, except canoes, known to the infant port. There is no evidence that a single actual settler was on the ground for over a year after the re-occupation began. There were, however, many civilians always at the fort. But the massacre of 1812, and the Indian participation in the war with the British, restricted confidence to what little may be implied in active chaffering with the Indians. Kinzie, after some time, seems to have been the first settler again, reclaiming his old home, from which he was never more driven. In 1818, the State of Illinois was admitted into the Union.

An Early Photograph. — At that date, we have a tolerable glimpse of the place. Mr. Gurdon S. Hubbard, still living in Chicago, then agent of the American Fur Company, accompanied the supply schooner in 1818. He found the Kinzie family north of the river on a spot by which Michigan Avenue now passes; and Antoine Ouilmette, residing, with an Indian wife, about the space of two blocks westward of Kinzie. These were all. A third, J. B. Beaubien, settled shortly afterwards; but there does not appear to have been a fourth until Archibald Clyburne settled on the north branch, about three miles from the fort, in 1823. During the first year of this re-occupation (1816), Colonel Long, of the U.S. Topographical Engineers, visited the fort, in a tour of exploration. He again visited the place in 1823. His later report grows gloomy, when he speaks of Chicago with its three log cabins, presenting no cheering prospects, and "inhabited by a miserable race of men scarcely equal to the Indians from whom they had descended," with houses "low, filthy, and disgusting, displaying not the least trace of comfort." Such a place "affords no inducement to the settler, the whole amount of trade on the lake not exceeding the cargoes of five or six schooners, even at the time when the garrison received its supplies from the Mackinac." He found the Chicago River entering the lake at a point now corresponding with the foot of Madison Street, reaching it by a southward bend, where now art has long obliterated all traces of its channel, substituting one in a straight line several blocks northward.

In 1828, Indian hostility threatened a general attack on the settlements; but after the murder of a few immigrants, a large volunteer

force added to the regulars at Fort Dearborn and Fort Armstrong (at Rock Island), overawed the savages for the time.

The peltry trade continued active at Fort Dearborn, but the site of Chicago was still a wilderness, though for three years the great Erie Canal had been opened to Buffalo (1825); Baltimore had organized the enterprise of a railroad to the Ohio River (1828); Congress had three times legislated for opening the portage for water-craft between the St. Lawrence and the Mississippi basins, calculated to necessitate a city at the mouth of the Chicago River; the Legislature of Illinois had provided the requisite practical measures, and such a canal had become the settled policy of the nation and of the state, enjoying the countenance of the ablest commercial and political sagacity of the times. Yet, amongst the few occupants, there does not seem to have been the slightest appreciation of these great measures until, in 1829, Mr. James Thompson, under authority of the State, arrived at the fort with the purpose of making an official survey of the site. His map, which is the earliest of Chicago, is dated 4th August, 1830.

Chicago in 1830. — Surveyor Thompson found seven families only, outside of the fort. These distributed themselves between the three natural divisions of the ground. Clyburne was the butcher for the garrison. Dr. Wolcott was the United States Indian Agent. John Miller kept a log tavern near the junction of the branches, and Kinzie was yet in the fur trade, as were all the rest not named. Billy Caldwell, a conciliated Indian chief, was garrison interpreter. It is probable that no mechanical employments were carried on outside of the fort, and there is no mention of a store for the sale of merchandise. With patches of precarious garden in the dryer spots here and there, undoubtedly the miserable population procured all purchasable necessities from the fort, to which they were brought from Green Bay by the American Fur Company; and for the means of payment depended upon the profits of traffic with the Indians.

The First Map. — In Mr. Thompson's map, the city boundaries are laid down as State Street to Desplaines, and Kinzie to Madison, embracing an area of about three-eighths of a square mile, the tract on which the fort stood, from State Street east to the lake, continuing long afterwards a government reservation. Such was Chicago when its incredulous witnesses saw the first local steps taken for its development, or rather, its institution; for it has been said that even "up to 1852, nobody residing in Chicago considered himself permanently settled."

A HOPEFUL TOWN.

Chicago from 1830 to 1836 — An Eventful Six Years — The Struggle for a Canal — Chicago the Natural Outlet of the Mississippi Water Route — Genesis of Greatness — Primitive Public Works — The First Harbor Appropriation — Incorporated as a town — A Snug Little Poll List — The Expansive Period in American Enterprise — How it Affected Chicago — Pure Speculation *vs.* Business Calculation — A Demoralized Treasurer — Sacrifice of the Wharfing Privileges.

THE arrival of an official with authority to locate a town by survey and appropriation of public land, marks a point of such extreme contrast between the antecedent and subsequent few years, that it may almost be taken as the first event in the chronology of Chicago.

An Eventful Six Years.—The next six years were to witness the establishment of a post office, a land office, a newspaper, the erection of a county, the incorporation of a town, the short-sighted sale of the school lands and of the wharf rights to individuals, the institution of religious societies, an Indian war, defeat and final expulsion, the first work on the harbor, the arrival within the Chicago river of the first vessel to cross the bar, the beginning of the packing trade, the institution of a stage line to the interior, the erection of rudimental draw-bridges, the access of an immense immigration, and a season of land and lot speculation of the utmost extravagance; all in advance of the first actual work done on the canal.

Chicago the Commercial Outlet of the Mississippi.—We have seen with what favor the United States entertained the great idea of connecting the River and Lake systems. The Legislature of Illinois was equally zealous, and upon this, a remark seems appropriate.

The population of Illinois, almost wholly in the south part of the State, provided, as they were by nature, with the amplest water routes southward, exhibited even at that day a marked and steady preference for a route to the sea through the northern lakes. This

is the more significant since the rigors of the lake climate were naturally repulsive both to them and their ancestors, issuing mostly from the Southern States. Yet, a lake market for their produce undoubtedly became an object to the Illinois farmers at a time when a boreal wilderness, half the length of the State, still lay between. The early energy and the spontaneity of this preference tend most impressively to countenance the opinion of some at the present day that, by a ship canal, consummately ample, Chicago is destined to be the commercial mouth of the Mississippi and its great tributaries, when, as all now concede, density of population shall necessitate, besides every railroad appliance, whatever water facilities nature has given.

An Old Fashioned Land Grant.— Congress on the 30th of March, 1822, granted the right of way and engaged, not to grant, but merely to withhold from private appropriation, so much land as lay within *ninety feet* each side of the route for the canal; all subject to stringent conditions. With such caution, even for objects confessedly of national defence, did the national legislature approach the land grant system in aid of improvements. We have seen of late years, for a single measure, to this day, of questionable general expediency, an estate granted to a private corporation in fee simple equal in area to the whole territory of France.

The Canal — False Starts.— The Legislature of Illinois, in pursuance of the act of Congress, constituted a "Board of Inspectors," by act of 14th of February, 1823, for the work of preliminary surveys, which they performed and reported in 1824. The Board consisted of Emanuel J. West, Erastus Brown, Theophilus W. Smith, Thomas S. Sloo, Jun., and Samuel Alexander. But there seem to have been wide differences of opinion, which, with other local causes, retarded the enterprise.

On the 18th of January, 1825, the Legislature granted a charter to the "Illinois and Michigan Canal Company," with a capital of one million. But that scheme was abortive, and the charter was ultimately repealed.

A Move that Meant Business.— On the 2d of March, 1827, the first effectual step was taken. This was the Congressional land grant, the first considerable one ever made by Congress for internal improvements. The title of the lands was vested in the State, with the right to convey at once, but with the obligation to pay the United States the legal price of all tracts sold, unless within five years the canal

should be begun, and within twenty years, finished. The quantity was, every alternate section within six miles on each side of the canal.

Under this grant, the Legislature, on the 22d of January, 1829, constituted a Board of Commissioners with large powers and onerous duties. The Board under this act was empowered to select and locate the granted lands; to locate, survey and plat town-sites; to sell lands and town lots, and to appoint engineers, surveyors, etc. After their surveyor, Mr. Thompson, had rudely platted a town at the mouth of the Chicago river, as before mentioned, power was given the Board, 15th of February, 1831, to donate lots for seats of justice.

The Day of Small Things.—As yet at Chicago there was neither town nor county organization, and it is believed that all the land now within the city limits was worth less than \$25,000. But these measures were attracting hundreds of immigrants, and though few would consent to remain, yet the sparse assemblage of fur-traders, tavern-keepers and garrison employees, began to receive relatively large accessions to their numbers. On the 4th of March, 1831, a new county, in which were included the present counties of Lake, DuPage, McHenry, Will and Iroquois, was erected with the seat of justice at Chicago, and in grateful acknowledgment of his services in furthering the canal project while a Representative in Congress, called after Mr. Daniel P. Cook. A tract of ten acres, including the public square whereon the court house stands in Chicago, was, with other small parcels, donated for public uses to the County of Cook. The office of Commissioner of School Lands was created, and Mr. R. J. Hamilton appointed. County Commissioners, with powers in their nature legislative, judicial and executive, were constituted, who held their sessions in the fort. Their duties were important, and they seem upon the whole to have deserved well of their neighbors. A curious record shows their early and just interference to protect strangers from extortion by tavern-keepers, who were prohibited from charging more than 12½ cents for a night's lodging, or a half pint of whiskey; or more than 25 cents for a breakfast, a supper, a half pint of brandy, of wine or of rum; all, articles of then equally unquestioned necessity to a traveler.

Primitive Public Works.—During the summer of 1831, the garrison was ordered elsewhere, which, though depriving the settlers of protection, rendered the fort available for the entertainment of the excess of immigrants, soon swelling to hundreds, and much surpass-

ing the building accommodation of the place. During this season, besides the vessel which carried away the garrison, there were two regular arrivals, the "Telegraph" from Ashtabula, Ohio, with immigrants and goods, and the "Marengo," of Detroit, Michigan. Crossing the river with teams, became now so frequent a necessity, that Mark Beaubien, in consideration of a right of toll upon non-residents, gave a bond of \$200 to carry free all residents of Cook County by his ferry, the first established. It was at the forks and across both branches of the stream. He used a scow costing him \$65. Shortly afterwards bridges were found indispensable. The first one crossed the north branch at Water street, and is believed to have been little more than a mass of loose debris from the woods cast into the stream and overlaid with logs and soil. The second bridge, costing \$486.20, raised by subscription, of which the wretched Pottawatamie Indians contributed \$200, must have been a respectable work. It crossed the south branch midway between Randolph and Lake streets. Probably there were other primitive bridges, as an ordinance as early as 1833 was in force prohibiting their spoliation for fire wood.

Early Settlers, etc.—More taverns were started, making the whole number in 1831 seven, though as yet no house had been built expressly for an inn. Immigrants increasing and the time approaching for the Indians to assemble for their annuities, an ineffectual effort was made to procure a small detachment of troops. Among new settlers in 1831 were George W. Dole, R. A. Kinzie, P. F. W. Peck, Dr. Harmon, Mark Beaubien, and Russell E. Heacock, the latter on the north branch, some miles from the fort; all men of subsequent note.

The winter was uncommonly severe, and to its rigors were added the growing hostility of the Indians, and the rapacity of the prairie wolves. About four hundred immigrants were quartering in the fort when cold weather set in, and, ere long, all the rest of the inhabitants came; so that, during the winter of 1831-2, in a sense more literal than that of Victor Hugo's celebrated phrase, civilization was a prisoner in Fort Dearborn. A hardy half-breed, for a liberal price, once in a fortnight, penetrated to Niles, Michigan, on foot, for newspapers and letters; and for all the rest, the huddled refugees depended on each other. The episodes of this hard winter and the subsequent summer, which are recorded in the historical work of Messrs. Colbert & Chamberlin, included much suffering and privation, some Indian fighting, and finally the arrival of General Scott, with plenty of reinforcements and — cholera.

The First Harbor Appropriation.— This arrival of the celebrated general, however, is regarded as an event of importance, since upon the observations taken by the stately and magnificent Scott, while a guest at John Miller's low, narrow, log tavern at Wolf's Point, where the two branches of the Chicago River join, he founded a definite and emphatic opinion of the future of the fort. That opinion, afterwards delivered at Washington, is said to have superinduced the first appropriation for the improvement of Chicago harbor, \$30,000, in 1833. He had come in the United States transport "Sheldon Thompson," a steamboat, necessarily stopped outside by the bar. This was the first steam craft ever at the port of Chicago. Thus, in every way, circumstances bore on the harbor question, and but for the Black Hawk war, possibly Chicago might have remained a hamlet until the canal was opened in 1848.

It was thus early (1832) that the great packing trade began in Chicago. Mr. George W. Dole having visited the Wabash settlements, brought back with him five hundred cattle that he had bought at \$2.75 per hundred, live weight, and three hundred and fifty hogs, at \$3.00 per hundred; erected a frame house—by some said to have been the first structure of the kind in the place—where he slaughtered these animals, and packed the meat. Having at first no barrels, it was stored in bulk, while the barrels were making, during the winter. In the spring, he shipped it to Detroit.

Religious Beginnings.— It is a proof of the extreme humility of those hopes which yet made many of these settlers active and ardent, that between "Wolf's Point" and the "fort," distant little over half a mile, an intense jealousy arose, as if it was not possible for both to flourish! At the former, the Rev. Jesse Walker, a Methodist missionary, erected a hut for religious uses; while, at the fort, the Rev. Jeremiah Porter, attached to the military post of Green Bay as chaplain, with Captain Johnson and Philo Carpenter, established the first Sunday School. Happily, this rivalry was of the most generous and salutary effect. Mr. John S. Wright, residing yet in Chicago, gives the following account of a year or two later:

"Rev. Jeremiah Porter had organized the first Presbyterian Church of all the North-West, except that of the excellent Father Kent, at Galena, on the 26th June, 1833—with twenty-five members, sixteen of them belonging to the fort, where services were held until Mr. Peck's loft was habitable; when, without plastering, the front part was used as our church, and the rear, separated by a cur-

tain, was the sleeping apartment of Messrs. Peck and Porter, and the latter's study. Here, too, we gathered the little urchins, mostly French and half-breeds, in the Sunday School. * * * How I would like to pursue the subject, and speak of the excellent Methodist, Baptist and Episcopal co-laborers in this holy work! There was no denominational division. We met in each others' churches, as was most convenient; and the Christian unity and love with which God started this embryo city has been one of its most influential means of advancement."

The Rev. Mr. Schaeffer, Roman Catholic, also planted a congregation in the year 1833.

The First Schools.—The first building expressly provided for school purposes is said to have stood on the north bank of the main river, a little east of Clark Street, where it had been built by Colonel Hamilton, commandant at the fort, and Mr. Owen, United States Indian Agent, in 1833, for Mr. John Watkins, a teacher, who had been acting for a year previous as private tutor for their children.

In the fall of the same year (1833), Miss Eliza Chappell, afterwards the wife of the Rev. Jeremiah Porter, opened a school near the fort, on South Water Street, where she collected in her little hut about twenty pupils. Meantime, the Baptist Church building, near the corner of South Water and Franklin Streets, being the most commodious yet erected, a scholarly Bostonian, Mr. G. T. Sproat, was permitted to use it for an "English and Classical School for Boys," which seems to have been speedily patronized. He subsequently engaged Miss Sarah L. Warren as assistant. Mr. Sproat, after some time, disappears from the scene.

At this time the square mile, bounded by State and Halsted, Madison and 12th Streets, was "school land," which ground at the present day is worth fully fifty millions of dollars. Even thus early, its value was not inconsiderable. But with striking rashness, if not as a malversation, after reserving a small parcel to the city, all the rest of this tract was sold, 21st October, 1833, on liberal credit, for \$38,865. For forty years this folly has been deplored.

Growing Like a Weed.—But important events multiply. A Mr. Bailey seems to have kept a kind of unofficial post office; but in 1833, Mr. John S. C. Hogan was duly appointed postmaster of Chicago. The only mail was by a weekly horseman from Niles, Michigan. For the convenience of such citizens as received the most

considerable mail, it is said Mr. Hogan nailed up on the wall a row of old boots, properly appropriated, serving as mail boxes. Work began on the harbor; a brick building was erected on the corner of North Water and State Streets; a second ferry was established; the schooner "Illinois" entered the river at its new mouth, vessels previously having stopped without the bar—now removed by harbor excavation, dredging, and a timely freshet; a bear and wolf hunt within and adjacent to the town limits was a memorable frolic; a clumsy structure in the nature of a drawbridge was erected at Dearborn Street; provision was made for cholera hospitals; a board of health organized; the first fire of Chicago is recorded; a town well was dug; the Green Tree, the first—and afterwards, the Tremont—hotel, erected expressly for the purpose; more than two hundred frame buildings erected; a jail, which stood on the Court House Square until 1853, was built of logs; a treaty was made by the government with the Pottowattomies, in a tent on the North Side, by which they ceded all their lands in Illinois and Wisconsin, some 20,000,000 acres, at about six cents per acre, afterwards indulging in a prolonged brawl and debauch, during which inhabitants, without shame, stole enormous quantities of their goods; a road was surveyed connecting with the southern settlements, and stage communication opened to Ottawa; and a most important event, a newspaper, "The Democrat," by John Calhoun, established, all before the end of 1834.

Incorporated as a Town.—But of all, the chief event was the incorporation of the town of Chicago. August 5, 1833, a public meeting, and on the 10th, in pursuance of the statute, an election, were held, at the house of the ferryman, Mark Beaubien. Russell E. Heacock, whose residence was out of all probable corporate limits, voted no; but all the rest, consisting, however, of but eleven voters, favored the town. E. S. Kimberly, J. B. Beaubien, Mark Beaubien, T. J. V. Owen, William Nixon, Hiram Pearsons, Philo Carpenter, George Chapman, John S. Wright, John T. Temple, Matthias Smith, David Carver, James Kinzie, Charles Taylor, J. S. C. Hogan, Eli H. Rider, Dexter J. Hapgood, G. W. Snow, Madore Beaubien, Gholson Kercheval, G. W. Dole, R. J. Hamilton, Stephen F. Gale, Enoch Darling, W. R. Adams, C. A. Ballard, John Watkins, and James Gilbert, in all twenty-eight citizens, made a list of voters later in the same year, most of whom seem not yet to have been eligible when the election was held.

Mr. Owen, who had been the United States Commissioner for negotiating with the Indians, was made President of the Board of Town Trustees.

Their earliest ordinances are suggestive. The principal subjects were, shooting in town; pigs at large; stove-pipes protruding through board walls or roofs; street horse-racing; exhibiting stallions violative of decency; dead animals in the river; lumber loosely piled in streets; stealing the timber of bridges for fuel, etc. They appointed a street commissioner; fire warden, the first fire having been experienced; a collector, etc. This simple code is traditionally known as the "Ten Commandments."

Total Valuation, \$20,000. — At this time, it appears that the town area was about 560 acres, with perhaps an inhabitant to an acre, occupying 175 buildings besides the fort, the whole taxable value of property being put down at less than \$20,000, the assessment for the first year being for the sum of \$48.90. When the town was a year old, \$60 were borrowed for "opening and improving streets." During the autumn of 1833, immigration much increased, and the speculative spirit began to rise.

Early Institutions. — The "Democrat" was first issued on the 26th November, 1833, beginning its career with zealous advocacy of the great canal work, and other enterprises. The first stage-coach was driven through to Ottawa in March, 1834, by John D. Caton, afterwards Chief Justice of Illinois, who took the reins when a sudden and terrific storm disabled the driver with cold.

Notable Improvements. — Before 1834, hardly a building stood within the south division devoted to business. In that year, Mr. Thomas Church boldly erected a store on Lake Street, soon followed by many more. In those days, Ira Couch conducted the Tremont Hotel, from whose front steps loungers could shoot ducks on the river or in the slough before the door. This building stood till 1839. Mark Beaubien's ferry, and another at Dearborn Street, were still the only public communication over the main river. A bridge, however, was soon built at Dearborn Street. But through sheer jealousy between the people of the north and the south sides, this connection was matter of irritation. After a year or two, the Council ordered it taken down and re-erected at Clark Street. There it remained till it gave place to a new structure in 1840.

A Land Office Business. — A land office for the sale of the public lands in the Northern District of Illinois was established at Chicago,

1st of June, 1835 : Register, E. D. Taylor; Receiver, James Whitlock. This was an important event. Hitherto, except canal and school lands, none in the vicinity could be legally appropriated. There were no preëmption laws in those days, and usage was the squatter's sufficient protection. Immigrants intending to settle in any part of the district had to buy at the Chicago land office; and the consequence was, an immediate and immense influx of people wishing to enter lands. Unattractive as was the Chicago settlement, its competitors were few, and of the 370,000 acres entered up in December, comparatively little was located far out of its vicinity. This extraordinary rush inevitably deranged the settlement, in which symptoms of a speculative mania had already appeared.

Breeding Disaster. — The prospect that the last Indian would soon follow the setting sun beyond the Mississippi; the splendid success of the New York Erie Canal; the wonderful swiftness of Ohio development; the general introduction of steam navigation; and above all, the approach of the railroad epoch in the country at large, made the middle of President Jackson's administration a time of general impatience at old-fashioned ways and slow profits. The sense of a control over the lines of commercial communication, by means of railroads, imparted to hypothetical cities a substance and reality hitherto unknown in the world — except when Sardanapalus, the sportive Assyrian monarch, built a city in a day, or when Solomon ordained that pillared Tadmor should rise in the desert, a resting place for caravans. Whence, in contracting for a piece of ground, in any western locality, its future eligibility was often discounted in the present with a license as lawless as lunacy. Productive capacity ceasing to control valuation, it came inevitably to pass that nothing had a legitimate price. This spirit, afterwards aided by an abundant and irresponsible currency, went on until the general crash of 1837. Our business at present is with its incipency.

Going it Blind. — The Legislature of Illinois, forgetting their functions of conserving an infant society by timely measures of practical expediency, were attempting to execute the ideas of the next generation. Projects for thousands of miles of railroad, all having more or less connection with the great water route by the canal, were entertained, and enormous debts contracted. To illustrate the operation of these causes at Chicago, the letters of a young land speculator of 1834 to his Eastern correspondent, which have been preserved, may be cited:

"Last Wednesday evening," says he, under date 11th March, 1834, "I spent in endeavoring to make a bargain with Lieut. Jamison, U. S. Army, for lot 4 in block 17 of the survey by Canal Commissioners, which is (as you see by reference to the map) a corner and water lot. I did not then succeed, but last Friday I bought it of him for \$3,500, enormous sum, half of it to be paid on the first of June, 1834, and the other half on the first of December, 1834. * * This may seem to you to be an enormous sum for a lot 80 feet by 150 feet, in Chicago, and I think father will not give half that for it. But his ideas do not keep up with property in Chicago. I am sure that lot will, in less than three months, fetch \$5,000. What makes me think so, is: there are a great many merchants coming this summer. There are but two or three water lots that can be bought at any price. All the business is at present done on this (Water) street. Now, merchants coming in are not going on to the back streets to do business as long as they can get a building lot on Water street for *twice what its real value is*. Lots have not yet got to *near their full value*. That one which I bought will, within five years, be worth three (and I think I may say five) times what I pay for it. Chicago will, within that time, be as large as Detroit is now and real estate will be worth as much." * *

The next day he writes: "Last evening I made another bargain for 90½ acres of land for which I am to pay \$3,500, the same sum that the town lot cost, 73 acres lie on the North Branch of the Chicago River," etc.

This water lot had been first sold, as appears by the record, by the Canal Commissioners, to Oliver Newberry of Detroit, in 1832, for \$100, on liberal time. Thus, in less than two years (probably before the canal fund had actually received the \$100), the price paid was thirty-five times as great; and this, long before the opening of the public land office. But it seems that in fifteen months after this purchase, at what the young dealer frankly called an "enormous price," the same lot brought to his hands more than four times that price, viz.: \$15,000.

The Fever at its Height. — It was during such a temper of things, in the spring of 1835, that fresh and immense immigration began, and when, on the 1st of June, the land office opened, the struggle to enter lands at the legal price of \$1.25 per acre became frantic. Nor did it stop with the first half million of acres before Christmas. During the summer of 1836 the rush was nearly as great. Money almost ceased to circulate. The public treasury of the United States absorbed it all. Whoever had a dollar and a quarter could club with thirty others equally poor and enter a 40 acre lot, and for a time, no man seemed willing to own anything but land, and that only for sale. Meantime, after entry, all lands and lots, and mediately, all manner of property, left out of sight every reasonable criterion. Instead of money, promissory notes circulated; so that even the dollars that

were heaped up on lots were known to be imaginary, with the chance possibility of being made real in any given instance by the credulous cash-paying stranger, of whom thousands were still coming; full a hundred immigrant vessels having arrived between April and September, 1834, besides arrivals overland, later in the fall and early the next spring. Few as were those willing to remain in the town, the population in the fall of 1834 little exceeding 500, yet by November, 1835, the census disclosed eight times as many in the town (3,265) and nearly ten thousand (9,773) in the County of Cook.

Nothing but Speculation.—In the midst of this great influx of solid settlers with their household goods and families, it is a significant fact that the town could not succeed in borrowing the sum of \$2,000 for one year, at ten per cent. It was now a large town, without a dollar of debt, and owning as yet all the wharfage of the port, and with every prospect of an immense growth, at least for a brief time, much longer than was wanted for the loan. Undoubtedly the true reason was that it proposed a legitimate transaction, and no person having a mind to invest money was willing to withhold it from lot speculation.

It was too much for the Authorities.—But there was the most urgent need of the money. The suddenness with which the town had grown left far behind every provision which had been made for public order, convenience, and safety from fire, water and disease. Bridges were to repair and build, roads to open, streets to drain, and everything to improve. The fort, though occupied by a small garrison, was still the Acropolis, and thither went the judges to hold court, the county commissioners to confer and ordain, and the people to pay taxes, to make complaint, to dicker, and to banter. The record shows the authorities energetic, untiring, and fertile, obliged to meet novel difficulties every day with expedients too prompt and provisional to last. Wags were at their best when fence rails would be thrust deep down in the middle of Randolph or Dearborn street labelled "bottomless pit," while the treasurer was ineffectually peddling the town paper for small sums, and the street commissioner was distracted by the gibes of mired teamsters. Both the officers despaired and resigned, June, 1833.

The Graveyard Test.—At the election of July 10, 1835, a new board of town trustees were chosen, by whom a board of health, of extraordinary police powers, was constituted. Gaming houses, the sale of liquor on Sunday, the firing of guns and pistols within cor-

porate limits, etc., were prohibited; bonds were exacted of fiduciary officials, police constables were appointed, and other salutary regulations made.

The comparatively moderate real expectations of the place, in the midst of this lot gambling, could not have been more impressively shown than was done by the selection made of ground for public cemeteries. It must be presumed, especially where a surface is flat and the soil extremely moist, that the ultimate limits of a village of more than three thousand population, for more than a generation would be more than passed before locating a graveyard. Yet, in 1835, the town authorities—and, as shown by their subsequent acquiescence, the people of Chicago—deemed a point on Wabash avenue, scarcely two miles and three-quarters from Randolph street, out of all probable reach of town expansion on the south; while on the north, scarcely two-thirds of a mile from the same street was believed safe to hallow against the stern encroachment of competitive life. Such were the cemeteries respectively of 23d street and of the lake shore at Chicago avenue. It is needless to add that a few years necessitated the removal of the dead.

Incidents of Development.—At this period, the scrubby timber which lined the east side of the south branch was yet unbroken, and where now the half a score of bridges swing for the throng of people and of vessels all day long, the solitary citizen in those days pushed through the bushes, untied his canoe and crossed the slough alone to count up with his partner, on the West Side, the illusory profits of the day's speculations, to discuss General Jackson's war on the national bank, or that they might help each other to a clearer understanding of the novel and magnificent railway schemes with which the country was teeming. On the North Side, for the most part, the timber, though small, was thickly grown, much of it pine, a solitary tree of unusual height standing till long afterwards near the lake at the foot of Randolph street.

The town gave another token of prosperity in the encouragement of a second newspaper, the "American," 22d of August, 1835. The public buildings consisted of a small pound for estrays, the earliest in date, costing \$12, a small brick house for the county officers and their few archives, an engine house, and a jail of logs—all on the Court House square, whereon there was not yet any court house. A fire engine was procured at a cost of \$896.38, and another shortly ordered; an engine company and a hook and ladder company organ-

ized, in which all the leading citizens were members; the corporate boundaries previously extended, were now further enlarged by act of the Legislature, 11th of February, 1835, so as to include all east of State street, between Twelfth street and Chicago avenue, to the lake, the parcel occupied by the fort, subject, of course, to government occupation; and everything seemed on a good footing but the city finances. Under these circumstances, an event occurred which led for many years to severe animadversion, and entailed a regret which even yet has traces in the minds of old citizens.

Selling a Valuable Birthright.—The wharves, all owned by the town, were yielding a moderate revenue, the dues amounting to \$15 per annum for an extent equal to the width of the occupants' adjacent lot, subject to street use across for 80 feet width. On the 14th of November, 1835, the Board resolved to part, practically forever, with the town's right to the wharves. This was the more culpable since the measure could not have been intended to relieve the finances immediately, and in fact did not relieve them at all — indeed, there seems no record evidence that payment was ever made. No money was exacted, and the notes of purchasers were indulged by resolution of the Board from time to time as they fell due, until on the 24th of March, 1837, time of payment was extended "until further notice." And this was before the great financial revulsion.

The method of sale was this: A covenant of lease for 999 years, reciprocally binding the town and the lessee to certain conditions subsequent; the wharf privileges were classified according to locality, rated at minimum prices to adjacent owners, and a day future set for a public sale of such as should not have been earlier appropriated by the preëmtors giving their approved notes for the designated price. Lessees were bound to erect docks within two years. Except for those on North Water street, the town was bound to dredge the river to a depth of ten feet within four years. The price on North Water street was from \$8.50 to \$15 per front foot; on South Water street, \$25; on West Water street, \$18. Only six remained to sell when the day of open competition came, one of these bringing \$25 per front foot. It is generally believed that the arrangement was dishonest. The legal opinion that the Board of Trustees had the power to execute these improvident leases seems to have been a sound one, though it had cost the corporation but \$5, that sum having been ordered paid for that opinion to J. H. Collins, Esq., Attorney at Law.

THE INFANT CITY.

Chicago Achieves a Mayor—Glance at the Situation of the Town in 1837—The Canal, and the Galena Union Railway—Area of Chicago in 1837—The Produce Trade, and its Wonderful Growth—Dark Hours, and the Brighter Day which they Heralded—Birth of the Lake Trade—Wretched State of the Public Works—"The Garden City," and Why it was Named Thus—Water Works Extraordinary—First Theatre—River and Harbor Convention—A Leaf from the Current History of 1848.

ON the 4th of March, 1837, the legislature granted a charter to the city of Chicago. On the first Tuesday of May, an election was held, and soon afterwards a city administration began. The first mayor was William B. Ogden.

An Epoch.—This event was in more than one sense an epoch. It was the culmination of the first period of prosperity, mostly spurious; and the beginning of a prolonged depression, ultimately a blessing. Let us take a glance at the place thus ambitious of civil promotion.

A Poor Show of Municipal Institutions.—The schools were seven in number, including private schools, but no school was supported entirely at public expense, the funds being low, and the school lands improvidently sold or squandered. The general school law of February 14, 1835, was imperfect, and it was not until in the autumn of 1839, when a special law passed the legislature, that the public schools of Chicago received much attention; nor did they reach a satisfactory footing before 1841. The churches were five in number, but none, unless, perhaps, St. James Episcopal, of permanent or substantial structure. The bridges were unwieldy, out of repair, and unsafe; none were draw-bridges in any just sense, and the best were floats, capable of sidling to one bank to allow the passage of vessels. Clark street was crossed with plank sluice-ways, draining, when they could drain, into the South Branch. On Lake and Randolph streets some grading and macadamizing had been ineffectually attempted.

Besides grocery and provision stores there were twenty-nine "groceries," that is, what in later years in the West are called "salocns," *i.e.*, grog shops, which, with ten taverns, made nearly forty places where drink was to be had by laborers on the harbor and canal, sailors, travelers, countrymen, and citizens. A number of buildings were standing awry in more recently opened streets. The water works, consisting of a hogshead on wheels, with a faucet, under which the consumer's bucket received a supply, for a price paid to the proprietor and driver; the goods brought from the East, including even the bread eaten by the people, amounting to \$373,677, while all export was but the petty amount of \$11,665; these figures being for the whole year 1837. But the previous year had been worse, the exports having been but \$1,000, and the imports \$325,203, in 1836; at earlier dates practically nothing, except in 1835.

Poor Credit Also.—The finances were still low when the town aspired to a city charter, and the most important and necessary improvements which had been projected the authorities were obliged to forego until they could borrow money. The Legislature granted power for the town to contract a loan not exceeding \$50,000, the modest moiety of which the only Chicago bank, then recently established — a branch of the State Bank of Illinois — refused to loan. Mr. Wm. B. Ogden, as agent of the corporation, was then empowered to borrow elsewhere, but seems to have virtually failed. The arrivals of immigrants greatly diminished during 1836, and the sales of public lands likewise. The shipments of produce were less than in 1835, and in a word, the disbursements of the general government, in the work still continued on the harbor, which was going on under the third appropriation by Congress, must have been the principal element of support of the settlement.

The shipping interest, however, was slowly rising, and on the 18th of May, 1836, the "Clarissa," a sloop, the first Chicago built vessel, had been launched with much exultation. Speculation seems naturally enough to have diminished, and unless very extraordinary allowance was made for inflation in the assessment of real estate, it had not as great a height to fall from in 1836 as in the previous year.

Two Capital Enterprises.—On the 4th of July, 1836, at Bridgeport on the south branch, with great ceremony, the spade was entered for the Illinois and Michigan Canal. Two thousand laborers were advertised for, and the work was vigorously prosecuted for some

time, with a fund of half a million, borrowed under authority of the State. In the same year (1836) was projected an enterprise subsequently of the utmost importance to Chicago, and especially creditable as exclusively local in origin; this was the Galena and Chicago Union Railroad, of which, indeed, there was little but the charter (granted, however, when there was scarcely a thousand miles of railroad in America,) until ten years later.

The First City Census.—The population, as shown by the census taken 1st of July, 1837, including 104 resident sailors and 77 negroes, was 4,170. Of these, there were 703 voters; 1,344 minors; and of the adults, more than twice as many men as women; the latter, being but 845 over twenty-one, and the infants under five years, 513. Buildings, mostly mere shanties, are reckoned to have been about 450 of all kinds, the number of designated places of dwelling or business being, however, somewhat greater, viz.: 398 dwellings, 29 dry goods stores, 5 hardware stores, 3 drug stores, 19 grocery and provision stores, 10 taverns, 29 "groceries," 17 lawyer's offices and 5 churches. Probably less than 150 children were in school attendance. The same house was frequently both store and dwelling.

The area of the new city embraced about ten square miles, bounded on the south by Twenty-second street, on the north by North avenue, on the west by Wood street, and on the east by the lake, subject to United States military occupation of a parcel. To this area, was added a further strip on the lake shore beyond North avenue.

The Crash of '37.—Such was Chicago, when the financial revolution of 1837 came. The peltry trade had become relatively inconsiderable; immigration had halted; country produce sought other markets, or in the vicinity, was very small in amount. Laborers on the canal and harbor, through whom disbursements for those works would reach dealers, brought what money was in circulation. But all lived in the main on what was brought from the East, and during the years of depression, the most of them had no money income wherewith to buy. The indication was obvious, humbling, but eminently wholesome, viz.: Chicagoans must starve or go to work. Thus, perhaps, no date in the chronology of Chicago is more important to the political economist than that at which, for the first time, as much was shipped off as was received. This was in 1842.

Wonderful Growth of the Produce Trade.—In 1836, when the hotels were boisterous with swaggering adventurers buying and sell-

ing lots at imaginary rates amounting to hundreds of thousands; when the homeless prairie sportsman divided the proceeds of his wolf-scalps and coon-skins between ammunition and the conveyance fee of a corner lot "on time;" when the dream of every resident was to sell at the top of a haply realizing market, pocket his riches and "go home" whence he had come; the entire settlement, with its town of 4,000 inhabitants, could afford a salable surplus of but \$1,000 for its own support, as we have seen. In 1842, in the total absence of all preposterous speculation, it was able to send \$659,805.20 worth of grain, pork, beef, tallow, hams, beans, wool, flaxseed, lard, salt, hides, furs, etc.—an amount practically equal to its entire import for the year. The gradual steps of this trade are as follows, the population remaining about four thousand from 1836 to 1840:

Total Exports in 1836, \$1,000.64; Imports, \$325,203.90. In 1837, Exports, \$11,665.00; Imports, \$373,677.12. In 1838, Exports, \$16,044.75; Imports, \$579,974.61. In 1839, Exports, \$35,843.00; Imports, \$630,980.26. In 1840, the gratifying increase of Exports, \$228,883.00; Imports, less than the preceding year, \$562,106.20. In 1841, the population, corresponding with this sudden increase of production, suddenly rose to 5,500. Exports, \$350,000.00, a handsome increase; Imports (economical), \$564,347.88. In 1842, the population had reached 6,590, the Exports (nearly equal to the yet much increased imports), \$659,805.20; Imports, \$664,347.88.

Dark Hours. — Meantime, from the 450 buildings, mostly shanties, in 1837, the place had now 1 store and 78 brick houses, 1,061 frame houses, and 224 other structures of logs, etc., in all, 1,364. As the building accommodation had thus more than trebled, not to speak of quality of it, while the population had but moderately increased, this epoch, the middle of the stage of "hard times," between 1837 and the opening of the canal, 1848, is seen, upon the whole, as one most promising of durable prosperity, though more than sixty business firms lay bankrupt, as shown in a petition of 1841 to Congress for a resumption of work on the harbor (previous appropriations having been exhausted) to which an official list was annexed, prepared by the city clerk; real estate was still without demand; banking was wholly abolished in the State without securing its people against the evils of paper money, operating only to enhance greatly the rate of interest; and capital for the most promising ventures could not be persuaded into Illinois, a State that was faltering under prodigious

liabilities incurred by exaggerated railroad schemes. Yet it is noteworthy, that in this darkest hour, Mr. George W. Dole built, at the junction of the branches of the river, out of timber cut ten miles up the North Branch, and hauled by teams, the first considerable vessel ever constructed at the place, a side-wheel steamer, named after himself. This was in 1840. A sloop had been built in 1836.

Birth of Chicago's Lake Trade.—The country at large began reviving, and the opportunity for *bona fide* trade was good, as early as 1840. Circumstances were necessitating commerce at Chicago. Except about 50,000 inhabitants in the Ohio Valley, the Northwest territory was a vast wilderness in 1800. This fortieth year afterwards, the lake basin alone (practically uninhabited at the former date) is shown by the United States census to have contained 4,100,425 inhabitants, whose cereal production was a grand total of 267,265,877 bushels, of which home consumption left them a surplus of 5,000,000 bushels. At Buffalo, as early as 1836, 1,239,357 bushels were received for shipment on the Erie Canal, including a cargo of 3,000 bushels from Grand Haven, Michigan; but it was years yet before a cargo went from Chicago.

Meantime, the country was filling up with agricultural producers about the Western shore of Lake Michigan, whose produce of necessity must go down the Mississippi or up to Milwaukee, Kenosha or Sheboygan, in order to reach the Buffalo Emporium, or else seek Chicago, where the munificence of government had prepared a harbor. Under these circumstances, it is astonishing with what seeming solicitude a firm in Chicago (Walker & Co.) to their \$15,000 worth of hides of a cargo of the steamer "Great Western," in 1838, experimentally added a little wheat. Neither this nor any other firm ventured to send any addition to this tentative 39 bags, equal to 78 bushels, the same year. But the next year Newberry & Dole sent a cargo, 1,678, bushels, by the brig Osceola, Francis P. Billings, Master, consigned to Kingman & Durfee, Black Rock (North Buffalo). This historic cargo left Chicago on the 8th October, 1839. But other shipments the same year, before the close of navigation, are believed to make the year's shipment over 3,000 bushels. Then came other thousands—ten; forty; five hundred and eighty-six; six hundred and eighty-eight; nine hundred and twenty-six; one million and over; two million and over, are how the figures sound, year after year, till in 1848 the opening of the canal brought corn also, and finally the greatest grain depot in the world was recognized, possibly

by the farmer who harvested the first 78 bushels shipped from the port.

Meantime, the packing trade, which was the elder, was not, nor was any branch of commerce or industry, derogated from by this astonishing growth of the grain trade. Packing continued to increase, and packers to multiply.

Public works at a Low Ebb.—Congress from time to time made appropriations for the work on the harbor, which was never long suspended, and sometimes required to be done over, after freshets and obscure lake currents, still but imperfectly understood, would confound the engineers. The canal, also, notwithstanding the pressure of the times, though obliged to proceed on a much inferior plan, slowly progressed until 1841. Power had been given the canal commissioners to raise a million of dollars by the sale of town lots, by statute of March, 1837, but the revulsion immediately following rendered an enormous outlay of lands necessary to realize any considerable sum. But enough was raised to keep the work from stopping altogether. In July, 1837, the commissioners were further empowered to enlarge the natural basin at the confluence of the two branches of the Chicago river, and to raise \$400,000 by the sale of lots. By act of February 23, 1839, the legislature authorized a new canal loan of \$4,000,000, to be secured on the canal, its lands and revenues, and a pledge of state credit, the bonds to bear six per cent. But this scheme underestimated the fallen condition of Illinois credit at that day. Fifteen millions of bonded debt was believed to be a millstone about the young state's neck for which she had the alternatives either to drown or to cut for deliverance by repudiation. Events, however, favored her relief, though not for many years.

Nevertheless, certain of her creditors had the sagacity to secure themselves by further advances to assist the staggering state, a step which they never had reason to regret. With them, under authority of a law of February 21, 1843, the governor negotiated for a loan of \$1,600,000, with which to finish the canal, they to have a lien upon all its franchises, property and revenues. A Mr. Swift, of Boston, seems to have effected the arrangement for the most part with English capitalists. With these funds, after a suspension of about two years, the canal work was resumed, and ultimately finished in 1848, the last of the canal debt, principal and interest, having been paid when due, in 1871.

The Garden City.—Between the panic of 1837 and the revival of

trade, a period of four or five years, during which every citizen was constrained to look the stern situation in the face, came to the surface the pretty pseudonym of the Great Emporium of pork and grain. A garden affords the indigent or the economical householder a large part of support if dullness at his shop or over his counter gives both the leisure and the motive for its laborious cultivation. Men began to whitewash their fences, plant for fruits, and for shade, clean up their yards, plank their walks, and lay out their grounds both for convenience of culture and for beauty; all the result of having very home the scene of their industry, and that love of improvement which is inherent in women, a practical prompter. Thus, the place became the "Garden City."

Great Waste of Pumping Power.—In 1840, the Hydraulic Company, after resting on their charter since 1836, began the "water works." The scheme was on a scale so moderate that a 25 horse-power steam engine was to supply the power, of which the unused excess was expected to be so great for at least ten years, that a citizen—James Long, in 1842—actually contracted in sole consideration of that excess of power, to do all the pumping during such a period. The reservoir, situated on the corner of Lake street and Michigan avenue, was elevated about eighty feet above the ground, eight feet deep and twenty-five feet square. A crib-work pier extended into the lake about 150 feet, on which was laid an iron pipe connecting the lake water with the pump. The distribution was effected by means of logs, the mains being of a five-inch bore.

Schools.—In November, 1840, may be dated the earliest fair footing of education in Chicago, and it is interesting to reflect that there has been no time when the spirit of the place was humbler. The Board of Inspectors of Schools consisted of Wm. Jones, J. Y. Scammon, Isaac N. Arnold, Nathan H. Bolles, John Gray, J. H. Scott, and Hiram Hugenin. Teachers were paid \$100 for a quarter, consisting of three months. There were but four: A. G. Rumsey, H. B. Perkins, A. D. Sturtevant and A. C. Dunbar. No public school building worth mention was erected until in 1843, when the building, which, until 1871, still stood opposite McVicker's Theatre, on Madison street, was erected at the urgent instance of an Alderman, Mr. Ira Miltimore, and thence was known as "Miltimore's Folly;" it being but too generally assumed that there would never be children enough in Chicago to fill so large a building, the Mayor of the city, in an official message to the Council, recommending that it be

converted into an Insane Asylum, or sold for proceeds with which to erect, or buy, smaller buildings suited to the "present and future requirements of the city." This bore afterwards the name of "Dearborn School." In a single year another, the Jones School, was found expedient, on Clark, near Harmon court; and then, in 1845, the Kinzie School, on Ohio street, near LaSalle, and, in 1846, on West Madison street, near Halsted, the Scammon School, and so forward from time to time.

Newspapers.—The first daily journal was issued on the 9th of April, 1839, being the hitherto weekly "American." In 1844, the Chicago "Journal," in 1846, the "Staats Zeitung," and in 1847, the "Tribune," were started, all still flourishing papers.

Theatres.—It was a strikingly gloomy period, one might suppose, to introduce the drama in the first winter following the crash of 1837. If the death of Garrick, in Johnson's phrase, "eclipsed the gayety of nations," hardly less might the distresses of that winter have put a penumbra upon whatever gayety the annual quagmires had previously left unquenched. Nevertheless, amusement was appreciated. On the west side of Dearborn street, between Water and Lake streets, Isaac Cook kept a "saloon" in a small wooden building. In the second story of that house, the father of Joseph Jefferson, distinguished as the unequalled "Rip Van Winkle," himself a comedian of distinction, and Alexander McKenzie, opened a place of theatrical entertainment. The company included Mrs. McKenzie, Mrs. Ingersoll, William Warren—all players of some note—and little "Joe," then about nine years old. This establishment was not a failure, but continued, with intervals, until 1847, when J. B. Rice established the first regular theatre in Chicago, situated on Dearborn street, near Randolph, which remained the only one until Levi J. North established another in 1855. Of the former's company, J. H. McVicker, now a leading Chicago proprietor, was a member, in 1849, and its cast often included distinguished actors, Forrest playing there as early as 1848.

The River and Harbor Convention.—Up to 1846, Chicago had been included in the United States collection district of Detroit, Michigan. That year, a new district was formed, including Milwaukee with Chicago, the Custom House being located at the latter city. In 1850, Milwaukee was separated. On the 4th of July, 1847, the celebrated "River and Harbor Convention," at Chicago, with reference to the commercial and industrial interests of the West, was

attended by many able men from all parts of the Union, most conspicuous among whom, for his broad, lucid, enlightened and learned views, was the late venerable Edward Bates, of St. Louis, afterwards Attorney General under President Lincoln. The impressions which Mr. Greeley received on that occasion appear to have largely contributed, through his powerful influence on public opinion, to that abundant appreciation in the East by which Chicago has always so vastly profited.

Streets.—In 1844, plank roads, becoming generally popular, were introduced into the Chicago streets. Hitherto, gutters at the sides, and a single gutter in the middle, in the nature of an open sewer, had, with many other expedients, failed of relief against the mud. The planking system, however, exposed travel to the constant hazard of warped, broken or displaced planks, and was soon given up; the idea of lifting the grade of the entire city not yet having arisen to the boldest projector. In subsequent years, however, planking was extensively revived.

Shooting Ahead.—The more sanguine minds were now awakening to the great possibilities of the place. Independently of the system of projected railroads, especially the Illinois Central, and of the prospective canal trade, the city had enjoyed several years of gratifying prosperity when the time of opening of the canal approached. Taking the population, the taxable property, and the shipments of grain, as criteria, the progress appears, in the following round numbers from tabulated data elsewhere accurately presented in this volume:

Beginning with 1841, population, in round thousands, passed from five to six, to seven, to eight, to twelve, to fourteen, to sixteen, to twenty thousand, in 1848.

Beginning with 1842, the total valuation of property, in round millions, passed through one, two, three, four, and five, to six, millions, in 1848.

Beginning with 1844, the total shipments of flour and all grains, in round numbers, were nine hundred thousand, one million, one million and a half, two millions, three millions, in 1848. These great figures might well have been expected to intoxicate the inhabitants of Chicago; but the fact is remarkably opposite. Undoubtedly they were generally dull of visionary apprehension, as if reserving their enthusiasm for the tremendous expansion of trade of five years later, when railroads began to work on it.

A Leaf from 1848.—A multitude of historical particulars might not suffice to introduce us to the business thought of that day so well as the extract which we subjoin from the circular of a real estate dealer known to have been always amongst the most sanguine, written at the close of the year 1847 :

"There is no speculative demand for Chicago property, and has not been for ten years ; and, though prices have been and are steadily advancing, it is a healthy growth. Sales are continually making, but they are almost wholly for investment. Lots can be bought in the central business part of Chicago, yielding a ground rent of six to nine per cent. I know of a lot, for instance, held at \$2,500, for which the owner is offered, for a five years lease, \$200 per annum, and the taxes. The lessee wishes to erect a good brick building, conditioned that at the end of the lease, the lessor, at his option, shall renew the lease at seven per cent. on the value of the lot, or purchase the building at an appraisal, the value of both lot and building to be fixed by three disinterested men. The building would cost about \$2,000, and would rent for \$450, perhaps more. These lots, twenty feet front by one hundred and fifty deep, which are among the best in the city, have been under lease for ten years past at \$250 each, and the leases are renewed for the present year at \$300. The lots are worth \$4,500 each, and for a five year lease we could get \$350 per annum, nearly eight per cent. Another lot I could have bought a short time since, and perhaps can yet, for \$3,000, which is under lease for seven years at \$270, or nine per cent., with no conditions to renew or buy the buildings. * * *

* Good brick stores, four stories high, and well finished, costing about \$3,000, will rent for \$800 to \$850, in the best localities. When we have fifty thousand inhabitants, if rents are worth as much here as in cities of corresponding size and business, such stores will be worth *at least* \$1,200 per annum ; and as \$500 will be an ample allowance for the building alone, \$700 will be left for the lot, from which deduct \$100 for taxes, and it will then pay six per cent. on \$10,000. This you may reasonably reckon upon in *ten years*. * * * New channels are to be opened, widely extending the range of country tributary to this market. But with *no increase from abroad*, business in all departments must enlarge and extend, and very rapidly in a country of early tillage. * * * But the population of Illinois, particularly of the northern portion, which trades here, never was increasing so fast by immigration."

A Good Time time to have Bought Real Estate.—It thus seems that business lots among the best in the city, twenty by one hundred and fifty feet, were worth but \$4,500 in 1847. And though the opening of the canal was near, rail connection with the East not remote, and the splendid scheme of a wide western railway system was dawning, yet dealing in real estate was prudently predicated on the development of country locally tributary to the port of Chicago. The bright side of the railroad forecast, now seen to have been very moderately drawn, did not at that time escape the reproach of being visionary. We quote from a publication dated January, 1848.

“ Railroads with us are yet prospective, but there are four routes of so great importance, and so certain to be built, that it is proper to speak of them in connection with the future growth of Chicago. Arrangements are making to continue the Michigan Central railroad from New Buffalo to Chicago, a distance of sixty miles, which, with the road building across Canada, connects us with the eastern roads. The Galena and Chicago railroad, one hundred and eighty-two miles long, has been surveyed, and thirty-five miles of it, to Fox river, will be built next season. It will be finished in two or three years, and, the grades being uncommonly light, and mostly descending to the lake, will permit transportation of produce and lead at very cheap rates. Branches will be made up Rock River and into the lead regions of Wisconsin, and in other directions, and the stock must be profitable. Another is the Buffalo and Mississippi road, via Chicago, to the mouth of Rock River, with the expectation that in time it will be continued across the Mississippi, to Council Bluffs, on the Missouri. This has many influential and able advocates and friends; among others, Hon. Elisha Whittlesey, of Ohio, and Hon. S. A. Douglas, of the U. S. Senate, who are sanguine that they will be able to obtain for it a donation of lands from Congress. The fourth, and by far the most important one for us, is the road from Cairo, at the mouth of the Ohio, which connects Lake Michigan with the Mississippi at the head of the largest steamboat navigation, open to the Gulf at all seasons of the year. A donation of lands by Congress, in aid of this road, will probably be made, as I learn from good authority, during the present session, which will ensure its rapid prosecution. * * *

“ Remember what the past fifteen years have done in building railroads, and is it an over estimate to say that fifteen years to come will see every mile of these four completed? What must be their effect on Chicago? What other inland town can you name as the probable centre of so many and so important routes?”

A NOTE OF ADVANCE.

It is Sounded by the Locomotive Whistle — Surprising Effect of Two Railroads upon Chicago's Prosperity — History of the Illinois Central — Something About Land Grants — Race of the Track Layers.

SUCH were the sanguine views. But such was not the general forecast of business minds in Chicago, in the year the canal opened. For six years, New Buffalo, in Michigan, barely on the opposite side of the lake, and but sixty miles distant from Chicago, had been the western terminus of the incipient railroad system of the East, and the distributing point of passengers from all the east by rail, canal, and lake, bound west. To visit Chicago, they had to cross the lake, or go around its head by private conveyance. Yet, no serious attempt was canvassed in Chicago for making a railroad connection eastward. Northwestward, the Galena road was just beginning, with strenuous opposition from a large proportion of dealers and merchants, who seem to have conceived that the effect would be to distribute commerce along the line, instead of concentrating it at the termini — a delusion so tenacious as to have been dislodged only by actual experience to the contrary, in their own stores.

The Iron Horse Arrives. — There seems no reasonable warrant for supposing that the judgment which could not anticipate the grain trade, without the actual experiment of a few bags, had the prescience to foresee how, if Chicago would let them alone, distant points would reach her in their own trains (as has notably been the fact); but, certainly, that gift could not have made Chicago more patient than she was during this interval of comparative isolation. Meantime, the practice of eastern communities in competing with each other for the earliest or most eligible access by rail to Chicago — a practice that has made her the principal railroad focus of the country — was being prefigured close at hand. Eastward connection by rail, as far as Lake Erie, was, in Northern Indiana, sought by a road to Toledo, preferably to the route by way of Detroit.

Thus grew an active antagonism between the Michigan Central and the Michigan Southern, or Ohio routes, each endeavoring after the advantage of the earliest connection at Chicago; it being considered, on all hands, doubtful at that day, whether the country could support both roads. Thus, the Northern Indiana interest succeeded in getting a train into Chicago on the 20th of February, 1852, that of the Michigan Central road following but a few weeks later. The effect was immediate and prodigious.

Meantime, the first rail, of strap iron, having been laid on the Galena road in 1847, by 1850, forty-two miles had been completed to Elgin, with the most gratifying results. Nevertheless, it proceeded slowly to Freeport, 121 miles from Chicago, from which point the great Illinois Central corporation, recently endowed, took the work in hand. Thus, the only place — Galena — to which Chicago ever started at her own expense, she did not get to. Yet, the dividends which rewarded the few indomitable prosecutors of this railroad for their public spirit were afterwards so great that it is said the most of them were disguised under an increase of stock, as too likely to excite hostile envy. The corporation, however, continued, occupying itself with building other roads, finally merging into the Chicago and Northwestern Company, the purchaser, in 1864, of the original road to Freeport, and the proprietor, at this day, of the great northwestern system of lines leading from Minnesota, Peninsular Michigan, and Wisconsin, to Chicago.

The Canal, and What it did for Chicago. — Before the era of railroad commerce with Chicago, about four years' use of the canal had demonstrated the wisdom of that work. Its opening found the city with a population of 20,023, with the area enlarged to include a space of about thirteen and a half square miles. In round thousands up to the opening of railroad connection eastward (1852), the increase runs twenty-three, twenty-eight, thirty-four, thirty-eight. In pork, wheat, coal, building-stone, and especially corn and lumber, the commerce was greatly increased. But the early supervision of a railroad system, with results that are an acknowledged marvel, had long made the canal interest a subordinate concern when, of recent years, it was deepened for the purpose of draining the sewerage of the city.

The grain elevators, now so monumental of Chicago commerce, had reached, up to 1851, no more imposing ingenuity than that by which a mule was stationed on the roof of a warehouse, by whose

traction the lift was effected. In the year named, the first steam elevator was erected. These, however, are to be taken rather in the mechanical sense, as the separate business of storing grain for the trade was of gradual and later development.

Cholera. — The visitation of Cholera in 1849, and the succeeding two years, though not exceptionally violent at Chicago, attacked the Wisconsin and Illinois villages, and for a time, almost arrested trade, and is believed to have decidedly retarded growth of population. The first case appeared as early as 29th April, supposed to have come through contact with an emigrant boat from New Orleans. The Cholera mortality for the whole year is estimated at 678, about 1 in 36 of the population. The rate in the same year at Cincinnati was 1 in 23; St. Louis, 1 in 21; New Orleans, 1 in 37; New York, 1 in 79. In Chicago the disease attacked few natives, and of foreign born, almost exclusively fresh immigrants. Between the 25th July and 28th August, 314 died, of whom a large proportion were inhabitants of a quarter of the North Side in which few resided but Norwegians, hardly one of whom escaped the infection. It is noteworthy that all had used water from a single well, polluted from an adjacent outhouse. The disease was comparatively slight in subsequent years, until 1854, when it attacked the city with considerable violence, though elsewhere the preceding year had been the worse. The last visitation, in 1866, was comparatively slight.

In September, 1850, Gas light first illuminated Chicago's then muddy streets, through the success of a Gas Light and Coke Company which had been chartered the year before. By the year 1852 they had eight miles of pipe in use, with 561 private consumers. The wretched water supply, before referred to, was not supplanted by a better till February, 1854, though the City Hydraulic Company had been in dilatory operation for three years, having been chartered in February, 1851.

Docks Built. — The building of docks and wharves had always been slow, but the necessities of commerce, now greatly expanding, began to take effect. Up to 1852, perhaps in all two miles of good wharf was built. The freshet of 1849 having swept away all the bridges, necessity united with opportunity for the supply of better ones than the city had hitherto enjoyed.

Business Has to Organize Itself. — That powerful Parliament of Chicago business, the Board of Trade, had no existence to befit recognition as a substantive thing, before 1856, but the grain dealers,

live stock dealers, commission merchants, jobbers and manufacturers had been slowly educating each other to organic trade during the preceding eight years, the incipient organization dating in 1848. In February of that year, Thomas Richmond, proprietor of a grain elevator, and W. L. Whitney, grain broker, and the first one in the city, talked over such a system one afternoon, and then, consulting others, a meeting was called for the 13th March. This meeting was satisfactorily attended and a day fixed during the next month for an organization. On the latter occasion a Board of Trade was organized, Thomas Dyer being made President, after the adoption of a constitution, by-laws, and provisions for immediate usefulness. Rooms were rented at \$110 per year, and it was resolved to hold daily meetings. For some time considerable zeal was manifested, the passage of declaratory resolutions seeming to have been the favorite exercise. At the present day, it is amusing to read with what simplicity the Board of Trade were called in special meeting to protest against the removal of the toll collector's office to another place on the canal, on grounds of conserving the prosperity of Chicago.

A Genuine Board of Trade.—In April, 1850, that Board terminated its unchartered existence, the members reorganizing under the general statute of Illinois of 8th of February, 1849. Thus arose the present Board of Trade, of which Charles Walker was the first President. At its organization, the annual dues were fixed at three dollars. We will revert to this subject.

The Illinois Central Railroad.—Indications of a prospective emporium began to multiply on every hand. Hitherto, liberal projects were much divided, but the dullest began to perceive that expedients for village convenience must be entirely abandoned. This better spirit was permanently in the ascendent after the work of building the Illinois Central Railroad was fairly entered upon.

What it Showed Chicago.—This celebrated road has long been properly regarded as typical of Western railways. It first demonstrated on a large scale that besides supplying the existing desideratum of an outlet for produce, it is a true function of a railroad to indirectly provide its own freight by stimulating production, and, in due proportion, demand for distant commodities; in a word, an American railway in the West is the instrument of settlement of the country. Upon this hypothesis rests the now settled practice of endowing railroad projects with grants of public land, upon the

principle that the public revenue is, upon the whole, greatly augmented over the price of the land by accelerating the settlement of vacant territory by tax-paying inhabitants. Whatever may be thought of the constitutionality of the policy, or of abuses which have arisen under it, the economical principle adverted to, first tested in the case of the Illinois Central Railroad, was by it, magnificently vindicated. The State was represented in the United States Senate by Messrs. Stephen A. Douglas and James Shields when, on the 28th of September, 1850, an act of Congress was approved by President Fillmore, granting every alternate section of land within six miles on each side of the route of the projected road, or where the tract so included had been otherwise appropriated, an equivalent tract elsewhere within fifteen miles. The whole amount of land thus granted, though small compared to the exorbitant grants of late years, was abundantly munificent, amounting to 2,595,053 acres.

The grant was made directly to the State, of which the Legislature chartered the existing railroad corporation on the 10th of February, 1851, and transferred to it the lands upon certain conditions, among which was the important stipulation that seven per cent. of the gross earnings of the road should be paid into the Treasury of Illinois forever. Considered as a tax indirectly upon the produce of the people, this is, perhaps, one of the most equitable, simple and economical expedients for revenue ever adopted.

This road, with a total length of 706 miles, looks in the map of Illinois much like a river formed of two great branches, the one rising in the extreme northwestern corner of the State, at Dunleith, opposite Dubuque in Iowa; the other at Chicago, both tending southward, through three-quarters of the length of the State, to unite at Centralia, proceeding thence to Cairo, the point of confluence of the Ohio and Mississippi rivers. From Cairo to Centralia is 112 miles, and to Chicago 365 miles, by this road. From Dunleith to Centralia is 341 miles.

Its Effect.—When these roads were thus endowed, the population of the whole State was but 851,470, to be more than doubled the next decade. The settlements were, of course, sparse, except in reach of navigable waters, and the lines of the projected road lay without most of the more populous counties. Nevertheless, taking the decade between 1850 and 1860, beginning a year before the company was chartered, and including, of course, the years before the road was opened, its powerful influence in settling Illinois is

exhibited by the increase in population and production of twenty-three counties through which it passes. Of these, one-half doubled their population, besides one which became eight times and another six times as populous; the remainder increasing in lower degrees, none as low as fifty per cent., except where the figure was occasioned by the erection of new counties, of which there were many on the lines of the road. A still more gratifying exhibit is shown in the increase of production, as the figures may be seen in detail in the United States Census Reports of 1850 and 1860. As the road did not open fully until the 24th of March, 1855, much of the increase of population was due to merely prospective railroad facilities.

A SPLENDID HEAT.

Onward Dash of Chicago from 1850 to 1857—Events Leading Up to the Great Crash—Commercial Bearings of Chicago at an Interesting Epoch—The Champion Grain Market of the World—A “One-Horse” Board of Trade Notwithstanding—Curious History—Baiting the Bulls and Bears with Free Lunches—The Board Takes its Third Fresh Start, and does Good Work—Origin of Chicago “Drumming”—Manufactures, such as They Were—The Crash of '57—How it Affected Chicago—Our Merchants Prove Equal to an Emergency, and Profit by it—A Few Names and Figures for Convenient Reference.

WE have seen Chicago, with great but unsteady steps, advancing from a fur-traders' resort to an aspiring city, no longer dubious of a splendid destiny. With the completion of the financial cycle of twenty years, in 1857, we may, with propriety, bring to a close a sketch of her history as a whole, as some period must be selected at which to break into departments analytical and descriptive, rather than chronological, that account of the city which is the principal task before us. Before abandoning the standpoint of a general view, therefore, we will survey Chicago as the panic of 1857 found her, and during the next preceding half-dozen years.

Population and Property.—The following figures give the population, and total assessed valuation of property, real and personal, during seven years:

	POPULATION.	PROPERTY.
1850.....	28,269.....	\$7,222,999
1851.....	34,000.....	8,562,717
1852.....	38,734.....	10,463,414
1853.....	60,662.....	16,841,831
1854.....	65,872.....	24,392,239
1855.....	80,023.....	26,992,893
1856.....	86,000.....	31,736,084
1857.....	93,000.....	36,335,281

The following discloses the distribution of property with reference to kind and city locality, during the same successive years :

	SOUTH DIV.		WEST DIV.		NORTH DIV.	
	<i>Real.</i>	<i>Personal.</i>	<i>Real.</i>	<i>Personal.</i>	<i>Real.</i>	<i>Personal.</i>
1850	\$3,401,512	1,232,214	1,326,271	203,885	958,182	98,185
1851	3,933,662	1,350,656	1,724,452	252,154	1,146,148	155,645
1852	4,414,466	1,844,280	2,357,642	213,635	1,418,661	214,730
1853	6,594,465	3,003,444	4,321,909	398,641	2,214,303	309,060
1854	8,657,840	4,467,546	7,442,799	647,906	2,890,105	286,043
1855	10,400,279	4,423,527	7,795,931	561,775	3,441,290	370,091
1856	13,425,370	4,480,941	8,330,150	686,150	4,137,788	676,685
1857	15,330,900	5,663,670	9,181,274	867,693	4,795,454	496,290

It will be observed that real estate in the west division increased nearly seven hundred per cent. during the decade, while personal increased about four hundred and twenty per cent. In the south division, both real and personal increased at about the latter rate, while in the north division, the increase of both kinds of property was about five hundred and fifty per cent.

Trade Statistics.—During this period, the trade is indicated by the subjoined figures, touching several articles, for 1852, 1854, and 1856:

ARTICLES.	1852.	1854.	1856.
Flour received, bbls.,-----	124,316--	234,575--	410,989
Wheat " bushels-----	937,496--	3,038,955--	8,767,760
Corn " "-----	2,991,011--	7,490,753--	11,888,398
Hogs "-----	65,158--	138,575--	220,702
Hogs packed-----	44,156--	73,694--	74,000
Cattle received-----	24,663--	23,691--	14,971
Lumber " M-----	147,816--	228,337--	441,962
Hides " No-----	25,893--	28,606--	70,560
Stone " cubic y'ds-----	40,752--	68,436--	92,609
Coal " tons-----	46,233--	56,774--	93,020
Lead " "-----	678--	2,124--	3,314

The total tonnage for the year 1854 was about one million; and for the year 1856, a million and a half; the vessels arriving the former year being 5,021; the latter year, 7,328. For the same years

the total shipments of all grains were as follows: In bushels, including flour reduced to its equivalent in wheat, 1852, 5,826,437; 1854, 13,132,501; 1856, 21,610,312. The next succeeding year, 1857, this grain total fell to 18,483,678 bushels. There was a heavy fall in shipments of barreled pork, lard, hides, seeds, lead, and other articles, but most of all in provisions and cut meats, of which the aggregate fell from 13,634,892 lbs., in 1856, to 3,463,566 lbs., in 1857. The receipts of lumber slightly increased, the receipts of shingles diminishing; while shipments of both were considerably increased, as were liquors, wool, barreled beef, and several minor articles. Upon the whole, however, it is apparent upon a fuller analysis, that the tremendous shock of 1857 but slightly affected Chicago as a depot of grain, live-stock, and lumber, the brunt falling upon real estate held for speculation, and upon the mercantile trade. This is shown, to some extent, by the great falling off in the assessment of personal property for the year 1858, except in the North Division, then inhabited by most of those citizens who have much invested in the taxable appointments of opulent life.

Chicago Becomes the Champion Grain Market.—The year 1854 marked the triumph of Chicago over every city of the world as a grain mart. Though 83,364,224 bushels, of which over half was Indian corn, were shipped from Chicago in the past year (1872), yet it required but 13,132,501, which was the amount shipped in 1854, to exceed the shipment of Odessa, or any one port, and to exceed that of New York the same year by 3,471,975 bushels. In 1852 the shipment from St. Louis had been foremost, and was, in 1853, 5,081,468 bushels, surpassed, however, the same year, by Chicago, of which the figure was 6,473,089 bushels. At this time the system of elevators began to be fully appreciated, and the pioneer steam elevator of Mr. R. C. Bristol, erected in 1852, was followed by more, until, in 1857, twelve of them were in operation, on an invested capital of \$3,087,000, with a storage capacity of 4,095,000 bushels, and a daily capacity, for receipt and shipment, of 495,000 bushels. It would seem incredible that this immense business was done with the bungling artlessness of village usages; dealers chaffering with the sellers, mostly countrymen and wagoners, in their own stores or about the streets, without method or system, measuring cargoes by the half-bushel, and making of every transaction a bargain of special stipulations.

To be sure, there was a Board of Trade, frequently in session, dis-

cussing public measures, applauding eloquent harangues, ridiculing strange ideas, and interchanging all the blunt, frank, and hearty offices of western good fellowship. But this body of men could not overcome the habit of feeling that the time spent on 'Change was in derogation of the stern exactions of real business; a fact demonstrated in a manner rather ludicrous, by providing, after ample and convincing discussion of the expediency of the measure, for a daily entertainment of ale, cheese, crackers, etc., to be spread by the Secretary, as an inducement of attendance.

This was first adopted in 1853, and worked very favorably. It was thought safe after a while to discontinue a practice which exposed the Board to some badinage, but experience quickly proved that the refreshments could not yet be spared, and, in 1855, the hospitality of the Board was revived with great popularity — too great, indeed, as persons not members participated in such numbers that an official was constituted to keep the door against bibulous and hungry visitors. But ere long, the Board began to develop a clear sense of its important position, and with the year 1856 its permanent organship of systematic trade may be dated.

What the Board of Trade Accomplished.—The influence of the Board, however, from the respectability of its membership and the magnitude of the business represented, had long been salutary. The Canadian Reciprocity Treaty of 1855 was in a great degree shaped by its counsels; the substitution of weight, denominated by bushels, for measure in bulk, of grain; the adoption of a rigid and just system for the graduation of qualities of lumber, grain, and other produce, and for the inspection of them and other merchantable articles, are among the principal fruits of their earlier usefulness. But in greater or less degree, a multitude of public interests were forwarded by the agitation, discussion, and by the resolutions of the Board. Of such interests are the bridges, wharves, harbor dredging, lighthouse, improvement of the Illinois river navigation, and especially the navigation of the St. Lawrence and Lakes. From the beginning, the Board has been frequently urgent and persistent on these subjects. At one time a committee was sent to Canada, and committees were at different times sent to Detroit, Buffalo, etc., on business touching the improvement of navigation, or the facilitation of shipments in other respects. At one time — and very early — an attempt was made to supply the felt want of bank facilities by a great bank with a capital of five millions, which was advocated with

considerable zeal. The boldness of this project in 1853, when the aggregate commerce of the port was but thirty millions, is one of the most striking events of that time at Chicago, if we reflect that now with a trade of half a thousand millions, the aggregate banking capital (greatly inadequate, to be sure,) is but a little over ten millions. The record shows that the Board resolved upon the great bank.

In those days the Board consisted of very few members, the number being but fifty-three in 1852. The activity and industry must have been confined to a very few. The following from the minutes in 1851 deserves insertion as a contrast to the importunate multitudes now present on 'Change :

July 9 — Present, C. Walker — no transactions.

July 10 — Present, C. Walker, J. White, J. C. Walker.

July 12 — Present, O. Lunt.

July 13 — Present, None.

July 14 — Present, None.

July 15 — Present, C. Walker.

July 16 — Present, none.

July 17 — Present, J. C. Walker.

July 18 — Present, none.

The Board takes one more Fresh Start. — The eighth annual meeting of the Board of Trade was held at the Tremont House on the 7th of April, 1856. This meeting disclosed a self-sufficient interest, and, thenceforward, the institution was an assured one. Forty-five new members were elected, and the following officers: President, C. H. Walker; Vice-President, S. C. Martin; Secretary and Treasurer (as yet one officer), W. W. Mitchell. Before the end of the year, memberships had largely increased, and a suitable building was projected for a Merchant's Exchange, and a committee appointed to prepare plans and solicit subscriptions. Daily meetings were held, and an offer of a building site on the corner of Clark and Washington Streets, at \$180,000, was promptly accepted. From some cause, probably a subsequent sense of extravagance, this engagement was not consummated, and the Board found, and was long content to occupy, satisfactory quarters on the corner of South Water and La Salle Streets, at \$1,000 per annum.

Rapid Growth of Merchandizing. — It is to be regretted that no system has ever yet been devised which, in certainty and simplicity, is practicable for the statistics of the dry goods and general merchandise trade of a place. What data are available for the city of

Chicago under this head are exceedingly inconclusive, even at the present day, when it is believed that it may reach, for the year 1873, five hundred millions. Notwithstanding a dictum in the message for 1852 of the Governor of Illinois, to the effect that in Chicago, when the total commerce was about twenty millions, there were 211 "wholesale houses," it must be understood that wholesale business at that day, on the scale which would entitle it to be so classed now, was unknown in Chicago. Eight or ten firms supplied, however, a large country store demand along the canal, and in wagon-reach of Chicago; but the grain trade was large before jobbing was born. But between the opening of the Galena, and afterwards, in order, the other railroads, and the commercial panic of 1857, there rapidly grew up a great merchandise trade at Chicago. The numberless villages and settlements of Northern Illinois and Indiana, with some in Michigan, many in Wisconsin, and many all along the Mississippi in Iowa and Northern Missouri, as well as Illinois, had come into communication, more or less direct, with Chicago, by railroad, as early as 1854, and everything at that time testifies with what surprising promptitude they all sought that city. The merchants had been last to see the advantages of the railroad system, and yet were the first to enjoy it.

Chicago Drummers.— Immensely stimulated by this influx, an intense rivalry supervened, until a million square miles were overrun by competing agents of wholesale merchants. Even in this, a practice arising out of competition at their elbows, the Chicago merchants were really but blindly combining to advertise Chicago trade beyond all precedent as a competitor of that of St. Louis. By degrees, this broader antagonism made Chicago's "drumming" a matter of common cause. Thus grew up a prodigious trade in all merchantable commodities, which distant places, opening up railroad communications at their own expense, but multiplied by the mere operation of the customers' prepossession for Chicago, by which he would, as it were, annex a distant local system of communication, even if it required him to build more roads, to that which was weaving itself around Chicago.

Manufactures: a Beggarly Account.— In the way of manufactures, Chicago, even still relatively tardy, had practically nothing to show until 1853. The year 1857 found about 10,000 operatives, \$7,759,400 invested capital, and about \$15,500,000 manufactured product at Chicago. In 1850, the census shows the manufactures of all

Cook County to have been of the value of only \$2,562,583, on a capital of \$1,068,025, with 2,081 operatives. In 1853, the first locomotive engine, and two other steam engines, were made. In the same year began the American Car Company, the Union Car Works of A. B. Stone & Co., and the Bridge Yard of Stone & Boomer, the Illinois Stone and Lime Company, the Marble Works of H. & O. Wilson, and a large number of small manufactories. The following figures show a fair beginning for the year 1853:

1 Locomotive Engine.	3 other Engines.
250 Freight Cars.	30 Passenger Cars.
10 Baggage Cars.	10 Bridges.
19 Turn Tables.	

Besides this, the American Car Company turned out \$450,000 worth of work with 260 hands. Wilson's Marble Works, \$15,000; four machine shops, \$270,000; five carriage and wagon shops, \$117,000; and sundry foundries, oil mills, brick yards, soap and candle manufactories, leather, hats, caps, boots, shoes, furniture, agricultural implements, etc., etc. But there was ten times as much manufacturing product in 1857.

Banks up to 1857. — Since 1842 there had been no institution in Illinois authorized to issue currency. In January, 1853, a banking law was passed. The Marine Bank of Chicago immediately organized under the statute, and before it was a year old, nine banks of issue were in full emission in Chicago, besides the ordinary houses of commercial banking. Illinois State credit had rapidly risen of late years, and State bonds, and even those of Wisconsin, were deemed a satisfactory capital on which to issue bank notes, of which \$760,000 were out before the end of 1853, and before the end of 1854, \$3,759,000 from Chicago banks alone. It inevitably came to pass that currency was redundant, bank profits inordinate, and a spurious ingredient mixed with all exchangeable values. Real estate quickly caught the infection and was sold largely on time, entailing, through defaults and foreclosures, much apparent loss, apart from that incident to the general shrinkage of values caused by the hard times following the crash.

The Crash Less Disastrous in Chicago than Elsewhere. — With local causes, which we have seen, for a commercial revulsion, it cannot but be considered amazing that more injury was not experienced by Chicago, on the whole, than the mere halt of her splendid career;

for it is a fact that the number of commercial failures was surprisingly small compared with other cities. We cannot think it too much to say that if the crops had maintained through those years their average, no flourishing city in the Union could have claimed such a business conservatism as Chicago, and that two years would have redressed every derangement except what directly resulted from a continual flood of worthless currency poured throughout the remote towns of the West, issued by obscure and irresponsible banks in the East; beyond which money, distant country dealers and farmers had little to pay or to buy with, for years after the revulsion.

Our Merchants Equal to an Emergency. — During the period of general panic there was a notable example of prompt adaptation of means to ends that reflects at once upon the sagacity and the generosity of Chicago men of business, very high honor. The wheat crop being understood to be much of a failure, dealers in the East rashly withdrew most of the currency which had been sent out earlier in the year, and to move the crops. The Chicago banks were thus depleted, New York grain dealers practically declined to buy, merchants at Chicago were without exchange for their Eastern orders and balances, and ruin all round was imminent. Yet, here was a crop — a concrete, actual fund of marketable property. Under these circumstances, the Chicago merchants who were suffering for exchange took the place of the New York grain buyer, bought the grain of the grain dealer, who was suffering for a market, sent it East on their own account, thus converting it into exchange for their relief, at the same time relieving the marketer of the grain. There was, indeed, a very general spirit of mutual help, to which cause may be ascribed a large share of the comparative immunity enjoyed by commercial men of Chicago, during that trying time.

Things that Were to Be. — The novel and successful method of water supply, the still more remarkable recourse for sewerage, the lifting of the natural street levels equal to a man's height, the paving of a hundred miles of street with wood, the dozen bridges swinging with the ease of a turnstile, the establishment of a place of reception for cattle and swine, as ample and as attractive as the barracks of a military post, the thirty large school edifices, and the four hundred teachers, the churches, opera houses, hotels, theatres, grain elevators, etc., etc., with a hundred other tokens of a triumphant and enlightened prosperity, all which the Great Fire found at Chicago, were, in great degree, in comparative infancy, when, in 1857, the commercial

storm depurated the city of speculation, and left her to take counsel of experience, to wait for the development of the Northwest to overtake her previous expansion, and to get her resources well in hand for the next rise, five years afterwards, in that strangely undulating line in which Chicago has always advanced.

Thus we take leave of her chronological history; subjoining hereto, however, for the convenience of the studious reader, in tabulated form, most of the statistical matter hitherto used in this historical sketch, and a quantity of other data where they were reliably procurable.

TABLE I.

Differential Analysis of Chicago at Several Principal Approximate Periods.

<i>When Laid Out, say 1830 to 1833.</i>	<i>When incorporated as a city —1837 to 1839.</i>	<i>When the Canal had taken effect —1848 to 1850.</i>	<i>When Railroads were fairly operating—1854 to 1857.</i>
Area in Acres, 240	6,400, in 1837	8,640, exte'd, 1847	11,500, in 1856
Voters (1833), 29	703, "	4,182, in 1849	15,796, "
Buildings, including shanties, 175	492, "	3,742, in 1848	19,008, in 1857
Taxable Property, \$19,560	\$236,842, in 1838	\$6,300,440, in 1848	\$31,736,084, in 1856
Taxes (1833), \$48.90	5,905, "	22,052, "	396,558, "
Hogs Packed, 3,000	440, "	21,831, in 1849	99,262, in 1857-8
Cattle " 550	260, "	11,634, "	34,675, in 1857-8
Wheat shipped, bushels, —	78, "	2,286,000, in 1848	9,846,052, in 1857
Corn shipped, bushels, —		754,288, "	6,814,615, "
Vessels arrived, 4	528, in 1838(?)	693, in 1849	7,328, in 1856
Resident Population. 300	uy, 1837	23,047, in 1849	84,113, in 1856

LIST I.

Business Houses of Chicago in 1839, from the Directory of that year issued by Edward H. Rudd.

Population of the city, 4,200. Churches, 5; Schools, 7. Whole number below listed, 278, viz.:

Newspapers.—The Chicago "American," daily; the "Democrat," weekly.

Dry Goods and Groceries.—Goodsell & Campbell; T. B. Carter & Co.; Paine & Norton; O. H. Thompson; Harmon & Lewis; B. W. Raymond; Joseph L. Harmon; George W. Merrill; S. W. Goss & Co.; A. D. Higgins; C. McDonnell; C. S. Phillips; H. O. Stone.

Drugs and Medicines.—E. Dewey; L. M. Boyce; W. H. & A. F. Clarke; Philo Carpenter; S. Sawyer.

Hardware.—S. T. Otis & Co.; David Hatch; Osborn & Strahl; L. W. Holmes.

Boots and Shoes.—W. H. Adams & Co.; S. W. Tallmadge; S. B. Collins & Co.; Wm. Osborne.

Auction and Commission.—Stanton & Black; Marshall & Tew.

Commission and Produce.—J. S. Wright; G. S. Hubbard & Co.; McClure & Co.; J. H. Kinzie & Hunter; Dodge & Tucker; Reed Bartlett.

Books and Stationery.—Stephen F. Gale; H. Ross.

Lumber, etc.—Newberry & Dole; G. W. Snow & Co.

Provisions.—Newberry & Dole.

Clothing.—Tuthill King; Paine & Norton; G. F. Randolph; J. F. Phillips; J. A. Smith & Co.

Engraving.—S. D. Childs.

Jewelry.—S. J. Sherwood.

Harness, etc.—W. S. Gurnee.

Cabinet Ware.—Bates & Morgan.

Liquors.—Isaac D. Harmon.

Hotels.—Jacob Russel (City); John Murphy (United States); G. E. Shelley (Lake); E. Gill (Shakespeare).

Insurance.—E. S. & J. Wadsworth; David Hunter.

Law Offices.—Seventeen lawyers, not listed.

TABLE II.

*Influence of the Canal within the first Eighteen Months after
Opening for Traffic, viz.:*

ARTICLES, MOVEMENT OF	IN 1848.	IN 1849.
Pork, pounds.....	683,600	2,783,102
Stone, cubic yards.....		7,995
Coal, tons.....	5,416	7,579
Wheat, bushels.....	451,876	624,978
Corn, ".....	516,230	754,288
Oats, ".....	72,659	61,989
Lumber, feet.....	14,425,357	26,882,000
Shingles and Lath, No.....	17,899,000	35,551,000
Tolls on Canal.....	\$87,891	\$118,376

TABLE III.

*Influence of the Railroads within the First Four Years after first
Rail Communication with Chicago.*

ARTICLES. MOVEMENT OF.	IN 1852.	IN 1854.	IN 1856.
Flour received, bbls..	124,316	234,575	410,989
Wheat " bush..	937,496	3,038,955	8,767,760
Corn " ".....	2,991,011	7,490,753	11,888,398
All Grains rec'd, ".....	4,195,192	15,726,968	25,817,248
" ship'd ".....	5,873,141	12,932,320	21,583,221
Hogs received, No. ..	65,158	138,515	220,702
" packed, ".....	44,156	73,694	74,000
Cattle " ".....	24,663	23,691	14,971
Lumber received, M ..	147,816	228,337	441,962
Hides " No..	25,893	28,606	70,560
Stone rec'd, cub. yds..	40,752	68,436	92,609
Coal " tons.....	46,233	56,774	93,020
Lead " ".....	678	2,124	3,314
Vessels arrived	[Uncertain.]	5,021	7,328
Tonnage of Vessels ..	do	1,092,644	1,545,379
Population of City ...	38,734	65,872	84,113
Estimated total of Commerce of City	\$20,000,000	\$32,000,000	\$85,000,000
Asses'd Value of Prop- erty, real and personal	\$10,461,714	\$24,392,239	\$31,736,084

TABLE IV.

The Rise of the Produce Trade of Chicago. The years during which she was overcoming the balance of trade with the East.

YEAR.	IMPORTS.	EXPORTS.
1836-----	\$325,203 90	\$ 1,000 64
1837-----	373,677 12	11,665 00
1838-----	597,974 61	16,044 75
1839-----	630,980 26	35,843 00
1840-----	562,106 20	228,883 00
1841-----	564,347 88	350,000 00
1842-----	664,347 80	659,805 20

LIST II.

Original Call for a Board of Trade ; Chicago, 1848.

"Merchants and business men who are favorable to the establishment of a Board of Trade in this city, are requested to meet at the office of W. L. Whiting, on the 13th (March, 1848), at three o'clock, P. M.

WADSWORTH, DYER & CHAPIN,
 GEORGE STEELE,
 I. H. BIRCH & Co.,
 GARNER. HAYDEN & Co.,
 H. H. MAGEE & Co.,
 NEFF & CHURCH,
 JOHN H. KINZIE,
 NORTON, WALKER & Co.,
 DEWOLF & Co.,
 CHARLES WALKER,
 THOMAS RICHMOND,
 THOMAS HALE,
 RAYMOND, GIBBS & Co."

LIST III.

*First Officers on the Incorporation of Chicago as a City, April 12, 1837,
Viz. :*

Mayor.—William B. Ogden.

High Constable.—John Shrigley.

First Ward.—*Aldermen :* J. C. Goodhue, Frances Sherman. *Assessor :* Nathan H. Bolles.

Second Ward.—*Aldermen :* J. S. C. Hogan. *Assessor :* E. A. Tudor.

Third Ward.—*Aldermen :* J. D. Caton, H. Hugenin. *Assessor :* Solomon Taylor.

Fourth Ward.—*Aldermen :* A. Pierce, F. H. Taylor. *Assessor :* Wm. Forsyth.

Fifth Ward.—*Alderman :* Bernard Ward. *Assessor :* Henry Cunningham.

Sixth Ward.—*Aldermen :* S. Jackson, H. Pearson. *Assessor :* S. D. Pierce.

City Attorney : N. B. Judd.

TABLE V.

*Statistics of the City of Chicago upon its Incorporation, 12th of April,
1837, viz. :*

Area.....	10 square miles.
Buildings — Warehouses.....	4
Dry Goods.....	29
Hardware.....	5
Drug Stores.....	3
Grocery and Provision.....	19
" Groceries ".....	29
Taverns.....	10
Churches.....	5
Law Offices.....	17
Dwellings.....	398
Substract for Stores.....	27— 371 — 492 buildings.
Population—Under 5 years.....	513
Between 5 and 21 years.....	831
Over 21 years.....	2,445—3,789
Additional arrivals to 1st of July.....	200
Negroes.....	77
To man Chicago owned vessels.....	104— 381—total population 4,170
Adult Males.....	1,603
" Females.....	842
Assessed Valuation of Real Estate.....	\$236,842
Taxes Levied.....	5,905

LIST IV.

*Adult Male Inhabitants of Chicago when First Incorporated as a
Town, 10th of August, 1833, viz. :*

Dr. E. S. Kimberly, *Town Trustee.*
John B. Beaubien.
Mark Beaubien.
Madore Beaubien, *Town Trustee.*
T. J. V. Owen, *President of the Town
Trustees.*
William Ninson.
Hiram Pearsons.
Philo Carpenter.
George Chapman.
John S. Wright.
John T. Temple.
Matthias Smith.
David Carver.
James Kinzie.
Charles Taylor.
J. S. C. Hogan, *Postmaster.*

Eli A. Rider.
Dexter J. Hapgood.
G. W. Snow.
Gholson Kercheval.
G. W. Dole, *Town Trustee.*
R. J. Hamilton.
Stephen F. Gale.
Enoch Darling.
W. R. Adams.
C. A. Ballard.
John Watkins.
James Gilbert.
John Miller, *Town Trustee.*
Elijah Wentworth.
Charles See, *Methodist Preacher.*
Alexander Robinson.
Robert A. Kinzie.

LIST V.

First Fire Companies of Chicago, 1835.

HIRAM HUGENIN, CHIEF ENGINEER.

Engine.

S. G. Trowbridge, *Foreman*.
 E. Morrison.
 J. M. Morrison.
 H. G. Loomis.
 John Dye.
 Joel Wicks.
 H. B. Clarke.
 William Young.
 H. H. Magee.
 Peter Warden.
 J. S. C. Hogan.
 R. A. Neff.
 T. O. Davis.
 H. M. Draper.
 J. H. Mulford.
 Peter Pruyne.
 Ira Kimberley.
 W. McForresten.
 Alvin Calhoun.
 O. L. Beach.
 M. B. Beaubien.
 A. A. Markle.
 A. V. Knickerbocker.
 S. W. Paine.
 S. C. George.
 E. Peck.
 H. C. Pearsons.
 George Davis.
 Wm. H. Clark.
 J. C. Hamilton.
 John Calhoun.
 D. S. Dewey.
 Hugh C. Gibson.

Hook and Ladder.

John Wilson.
 E. C. Brackett.
 John Holbrook.
 T. Perkins.
 S. F. Spalding.
 Ira Cook.
 George Smith.
 J. J. Garland.
 J. K. Palmer.
 P. F. W. Peck.
 T. S. Eells.
 Joseph L. Hanson.
 S. B. Cobb.
 J. A. Smith.
 John R. Langston.
 Henry G. Hubbard.
 Thomas J. King.
 N. L. F. Monroe.
 J. K. Botsford.
 George W. Snow.
 G. W. Merrill.
 Joseph Meeker.
 S. S. Lathrop.
 Thomas S. Hyde.
 Jason McCord.

A FRUITFUL DECADE.

Some of the Things Accomplished in Chicago Between 1858 and 1868.— Why was not Chicago Called After Hercules, Herculaneum?— Description of the Lake Tunnel.— The Canal Enlargement.

WE do not purpose to treat in detail the period intervening between the panic of 1857 and the great conflagration of October, 1871; though the principal events of those years, so far as they concern the material development of Chicago, are placed on record in one or another of the chapters which follow. And, lest the reader may accuse the author of a Hibernicism in referring to this period as a "decade," it must be explained that the ten years, 1858-68, witnessed the inauguration, and, in nearly, every case, the consummation of all the important public improvements accomplished within the longer period.

A Brilliant Series.— And what a brilliant list they form! The same which to this day furnishes the preamble of all our banquet speeches, especially when the orator is from abroad, and wishes to refresh his hearers with a new and pleasing summary of their achievements. The story has become a trite one, but as those who tell it are not always well up in the comparatively trifling matters of chronology, it may be as well to place on record the fact that it was within a period of ten years—two of them notoriously hard times years the country over—that Chicago achieved the following labors:

1. Raised her street grades, and with them her buildings, including many large structures of masonry, from two to six feet above the natural level.
2. Paved some seventy-five miles of her streets with patent wooden pavement, and demonstrated the economy and practicability of that species of road-bed.
3. Inaugurated a system of horse railways which have since extended to some eighty-five miles of track, and which now carry one hundred and ten thousand passengers per day.

4. Straightened the channel of her river, both through the land and through the shoal part of the lake, made so by alluvial deposits.

5. Built, or, by her business opportunities induced others to build, a stupendous railroad system, by which the roads of other cities were "tapped," and their traffic diverted to Chicago.

6. Put in practice a system of sewerage and a plan of special assessment which have enabled an unprecedented amount of street and local improvement to be carried on without individual hardship or any general complaint of excessive taxation.

7. Established the celebrated stock-yards, which afford ample accommodations for the reception and constant entertainment of one hundred and eighteen thousand two hundred head of horses, cattle, sheep, and hogs, in the usual proportion of these animals, as marketed.

8. Built a Chamber of Commerce, and established valuable regulations and facilities for the handling and sale of Western produce.

9. Built the lake tunnel, by which was secured the most copious, the purest, and the cheapest water supply enjoyed by any city in the world, excepting, perhaps, that of Glasgow, Scotland.

10. Set on foot an engineering undertaking by which a current from Lake Michigan was turned through the Chicago river, and that stream made the purest, whereas it had previously been the filthiest of rivers metropolitan.

11. Built a tunnel under the river, and demonstrated, after many failures through inexperience of contractors, the entire practicability of this class of thoroughfares, of which two are now in active use in Chicago.

12. Sent to the front twenty-two thousand, five hundred and thirty-two Union soldiers, of whom less than fifty were conscripts; and contributed, including her share of the national debt, \$62,000,000 of the \$3,500,000,000 which the war cost the United States. At the same time, Chicago was discharging her duty as the metropolis of the West, so zealously that her title to that distinction became more then doubly sure during the war.

The twelve labors of Hercules were very wonderful — so wonderful, indeed, that nobody believes the story of them. These twelve labors of a city which might not inappropriately have been named Herculaneum, on more than one account, are scarcely less wonderful — and they have to be believed.

It is customary (and proper, also,) to associate the name of Mr. Chesbrough, City Engineer, with this conception, as well as execu-

tion of the two great engineering feats by which the city was supplied with pure lake water for use, and delivered from that pestiferous body of death, the Chicago river of the years previous to 1870 — both, as will readily be seen, *desiderata* of the first magnitude to the health of the city.

The Lake Tunnel.— Was commenced in the early part of 1864; the first brick in the shaft at the crib was laid December 22d, of the following year; and the citizens first drew the new water from their hydrants on the 25th of March, 1867. The tunnel, which is now (September, 1873,) being duplicated for the purpose of supplying new pumping works in the West Division of the city, is thus described in Colbert and Chamberlain's history :

"The crib is forty and a half feet high, and built in pentagonal form, in a circumscribing circle of ninety-eight and a half feet in diameter. It is built of logs one foot square, and consists of three walls, at a distance of eleven feet from each other, leaving a central pentagonal space having an inscribed circle of twenty-five feet, within which is fixed the iron cylinder, nine feet in diameter, running from the water line to the tunnel, sixty-four feet below the surface, and thirty-one feet below the bed of the lake at that point. The crib is thoroughly braced in every direction. It contains 750,000 feet of lumber, board measure, and 150 tons iron bolts. It is filled with 4,500 tons of stone, and weighs 5,700 tons. The crib stands twelve feet above the water line, giving a maximum area of 1,200 feet which can be exposed at one sweep to the action of the waves, reckoning the resistance as perpendicular. The outside was thoroughly caulked, equal to a first-class vessel, with three threads in each seam, the first and last being what is called "horsed." Over all these there is a layer of lagging to keep the caulking in place and protect the crib proper from the action of the waves. A covered platform or house was built over the crib, enabling the workmen to prosecute the work uninterrupted by rain or wind, and affording a protection for the earth brought up from the excavation, and permitting it to be carried away by scows, whose return cargoes were bricks for the lining of the tunnel. The top of the cylinder was subsequently covered with a grating to keep out floating logs, fish, etc. A sluice made in the side of the crib was opened to let in the water, and a light-house was intended to be built over all, serving the double purpose of guarding the crib from injury by vessels and of showing the way to the harbor of Chicago.

"Down the iron cylinder, inside this crib, the workmen descended, and began the work of excavating towards the shore. They laid their first brick on the 22d of December, 1865, and in twelve months more the two sets of workmen met beneath the waves, the last brick (which was a stone) being laid by Mayor Rice on the 6th of December, 1866.

"The inside width of the tunnel is five feet, and the inside height five feet and two inches, the top and bottom arches being semicircles. It is lined with brick masonry eight inches thick, in two rings or shells, the bricks being laid lengthwise of the tunnel, with toothing joints. The bottom of the inside surface of the bore at the east end is sixty-six feet below water level, or sixty-four feet below city datum, and

has a gradual slope toward the shore of two feet per mile, falling four feet in the whole distance, to admit of it being thoroughly emptied in case of repairs, the water being shut off at the crib by means of a gate. The lower half of the bore is constructed in such a manner that the bricks lie against the clay, while in the upper half the bricks are wedged in between the brick and the clay, thus preventing any danger which might result from the tremendous pressure which, it was feared, might burst out the tunnel.

"From this tunnel, water was first supplied to the hydrants of the city, March 25th, 1867, and from that time forward the people of Chicago had a bountiful supply of the best water in the world, always clear, as being taken from a point in the lake too far removed from the shore to admit of fouling from the city sewerage, or the washings of the land surface in a storm.

"The tunnel will deliver under a head of two feet, 19,000,000 gallons of water daily; under a head of eight feet, 38,000,000 gallons daily, and under a head of eighteen feet, 57,000,000 gallons daily. The velocities for the above quantities will be one and four-tenths miles per hour, head being two feet; head being eight feet, the velocity will be two and three-tenths miles per hour; and the head being eighteen feet the velocity will be four and two-tenths miles per hour. By these means it will be competent to supply one million people with fifty-seven gallons each per day, with a head of eighteen feet."

The crying necessity which existed seven or eight years ago for a means of obtaining water from a point far out into the lake, has, in great measure, passed away, the lake being now the *head waters* of the stream which passes through the city, instead of the depository of such of its filth as the sluggish current, occasionally to be seen, was able to ward off. Yet, the success of the system has been so great, and the feeling of perfect immunity from liability to anything unpleasant in regard to the water supply has been made so strong, by six years and more of uninterrupted use, that any proposition to accept any fountain-head short of the favorite crib, would prove exceedingly unpopular. Hence, we see the construction *corps* of the Water Board bravely tunneling away, for the additional supply, a mile and a half, at least, past the point where is reached a fluid as absolutely pure as any in Lake Michigan.

The highest daily consumption of water in Chicago has been but little over 30,000,000 gallons, or (say) 75 gallons to each inhabitant—an amount still far inside the daily pumping capacity of the works. Indeed, one engine of the three in operation at the works has a capacity of 36,000,000 gallons per day; yet the immense distances over which the water has now to be delivered so dissipates the pressure, as to necessitate the additional pumping works referred to, which are expected to be built and operating by the close of 1874.

The Canal Deepened.—The deepening of the Illinois and Michi-

gan Canal, by the city of Chicago, has been referred to. This was undertaken in 1866, chiefly as a sanitary measure, in pursuance of an act passed February 16, 1865, in the State Legislature, which act authorized the city to issue bonds to the amount received for the completion of the work, and gave it a lien on the canal and its tolls to the amount of \$2,500,000. (It was the taking up of this lien — something which the State had reserved to itself the option of doing — that constituted the aid contributed to the city by the State, after the great fire.) The improvement consisted mainly of cutting down the canal, mostly through solid rock, for a distance of twenty-six miles, to a level eight and a half feet below the level of Lake Michigan. This work was prosecuted with varying energy, and its feasibility was much criticised by a portion of the press; so that, before its completion, the public had become well nigh persuaded that it would be a failure. Their agreeable disappointment may be imagined when, on the morning of the 16th of July, the gates having been opened the day before, the river was found to have changed its black, greasy body for a bright, gray stream, with a decidedly perceptible current tending towards what had been hitherto called up-stream, and bearing along with it most refreshing whiffs of cold lake air! It was an event as unique and poetical in its development as it was splendid in its conception, and beneficent in its results.

The operations of the canal drain, in purifying the contents of the Chicago River exceed the most sanguine expectations, nor are there, — except for a brief season before the breaking up of the ice in spring — any unpleasant consequences to the people along the canal between Chicago and the Illinois River.

The North Branch of the river is not materially benefited by the canal drain, and a project is now on foot, sustained by a \$200,000 appropriation by the city government last July, to connect the river with the lake, north of the city limits, and thus ensure a current similar to that which purifies the main river and the South Branch.

Railroads and Other Public Improvements.—As already intimated, the grand railroad system of which Chicago is the center, received its greatest impetus during the fruitful decade to which we are referring. What this system includes, and what trade it commands, are told in a subsequent chapter devoted to that subject. Some idea of the extent of the street improvements and other public works which were conceived, and, in large degree, executed during this period may be gained from the tables of statistics at the close of Part II.

THE GREAT FIRE.

Circumstances of the Memorable Conflagration of 1871 — Incidents of the Fire —
The Area Desolated — The Values Destroyed — Fatalities to Life — Insurance
and Other Statistics — The Suffering Caused — A World to the Rescue —
Resumption of Business — Chicago Disappoints Both Friends and Enemies.

IT is not our intention to give here a full account of the great conflagration of October 8, 9, 10, 1871, by which the whole central portion of the city, and so much of the residence portion as embraced the homes of near 100,000 people, were reduced to ashes in a more literal sense than had ever before happened on any such scale since the creation of the world and its inhabitation by man. The story fills a volume itself — was made, indeed, to fill several volumes by the enterprising authors and publishers who, immediately after that startling episode, proceeded to turn an honest penny by supplying without delay the eager demand for full information on a subject of such absorbing interest. It is from the pages of the history compiled directly after the fire by Mr. E. Colbert, and the editor of the present volume, that the most of the facts contained in this chapter are derived; the developments of the last two years furnishing the cue to some important corrections and additions.

Prepared for the Sacrifice. — The calamity broke upon the city on the night of the 8th of October. For three or four weeks preceding that date had been very dry, and during the week immediately preceding there had been much dry, hot wind from the southwest. On the night of the 8th, which was Sunday, this wind was blowing at a fearful rate. On Saturday night there had been a very disastrous fire in the southwest quarter of the city, burning over several acres of wooden buildings, and figuring in the next morning's journals as the most extensive fire in Chicago since the early part of 1867. This was forgotten, however, in the hundred times more disastrous conflagration which followed.

Origin of the Fire, etc. — By all accounts, the great conflagration had its inception a little after nine o'clock on the evening of the 9th, in a shanty on De Koven Street — one of the many hundreds of such shanties which abounded in that neighborhood. The origin of the calamity is with equal unanimity attributed to the source which has become famous in this connection — the upsetting of a lamp by Mrs. O'Leary's ill-tempered cow. The flames spread with a rapidity quite unprecedented, and which the fire department — a brave but badly-officered organization — was utterly unable to check. The condition of the department was simply that of complete impotence, and would still have been so, perhaps, if their *morale* and generalship had been the best, — so impetuous was the gale in its action upon the flames, and so much like a tinder-box had that part of the city become by the drying process of the preceding days. The fire swept onward so rapidly, that it overwhelmed and consumed two of the fine steam fire-engines set to oppose its progress; and it spread to right and left so fearfully, that it crossed the river nearly simultaneously at two points a quarter of a mile apart, both of which points were reached in less than three hours from the first inception of the fire, at a point three-quarters of a mile distant, in a straight line. In three hours more, it was burning at points nearly three miles apart, and was making sure of everything, combustible or otherwise, that lay between them. By the time the flames had reached the business center of the city — say the quarter bounded by Adams Street, La Salle Street, the main river, and the lake — it had accumulated much more than furnace-like intensity of heat, and the air was so charged with brands and cinders, borne along by the hurricane, that even the most thoroughly-built structures offered little resistance to its progress. Edifices like the "Tribune" building, post office, etc., which had been built "fire-proof," went with the rest. The courthouse, which stood somewhat isolated upon its square, and which was of by no means shabby architecture, offered no resistance; its walls crumbled; its precious archives, including every vestige of a record of titles and of court proceedings owned by the county, were licked up without ceremony by the flames; and the great bell in the tower sank down and melted in the ruins, pealing, as it went, its last alarm.

Remarkable Features. — The peculiarity of this conflagration, and perhaps of all other very great burnings, was that its combustion seemed to be perfect; there were none of those vast volumes of

smoke which we are accustomed to see roll forth from buildings attacked by the flames, there being always much matter, comparatively incombustible, in every building. In this case, everything in the line of the conflagration went, as if it had been saturated with coal oil beforehand; the fact being that, while the intense heat of the general conflagration had licked up every drop of moisture which the scorching sirocco of the last few days had left, the wind that was blowing at the moment converted the whole territory round about into one vast blast-furnace, from which nothing escaped unconsumed.

No Water.—As already hinted, the fire department was early mustered out of service, and could interpose no obstacle to the remorseless progress of the flames. If their skill and exertion had been never so great, however, it would not have availed long; for at three o'clock in the morning the house of the engines which pump from the lake the city's water supply caught fire in its roof (which had been built of pine!), and the engines were quickly disabled. The reservoirs, which are small, had been already exhausted, hence, as soon as the pumps ceased to work, the hydrants ceased to yield when eagerly resorted to by hundreds of householders in defense of their homes. But for this unfortunate occurrence, several of the fine residences in the North Division would have been saved; also, probably, a narrow strip of the best built business structures, situated east of State street, which were not attacked until after daylight, and which were defended by large forces of men, ready to keep them drenched with water, and able to maintain their positions, since they were on the flank, rather than in front of the fiery column.

The Population in the Emergency.—The scenes attendant upon this deluge of flame will have to be left mostly to the imagination of the reader who did not witness them, since no description—certainly none which might appropriately be inserted in these crowded pages—can convey any adequate idea of the sights, the sounds, the misery, the terror, the sudden consternation, the frantic rushing, the manifold examples of sublime heroism, the still more numerous instances of base cowardice and desperate villainy which that terrible night and agonizing day succeeding witnessed. The inhabitants of Chicago, unlike those of the rural parts of the Northwest, who suffered in the series of conflagrations of which this was one, were not, as a rule, prone to take alarm and become literally awe-

stricken at the dread manifestation. On the contrary, many who had been gazing for hours upon the scene from a distance, failed to see that their own homes were doomed as well, and to take the measures of self-defence called for by the emergency. This was especially true of the people in the North Division, where the ruin was most complete; where not only ninety-nine dwellings in every hundred were destroyed, but where also the loss of life and of household goods was the most serious.

This was owing chiefly to the cause just mentioned; and the rapidity of the fiery stream was not its only dangerous property. It advanced as a skillful general would push his army through an enemy's territory—throwing out separate columns, and pouncing down far forward when and where least expected; by which means the poor victims found themselves surrounded by flames before dreaming their its near approach. Thanks, however, to the straight, broad, open streets of Chicago, nearly all of them thoroughfares, the loss of life through this means was less than it would have been in almost every other city.

Fatalities.—The stampede to the west side of the river was at one time so great, that a crowd of people attempting to cross Chicago Avenue bridge, and unable to cross as rapidly as they poured into that thoroughfare from all sides, were overtaken by the fiery demon, and some forty or fifty of them perished in attempting to reach the next bridge to the north.

The number of deaths from burning, which came to the knowledge of the public authorities, either through the identifying of the remains of the victims, or through other equally positive sources of information, numbered *about* one hundred and fifty; and the most intelligent estimates obtainable—those of the coroner and County physician—place the total number of deaths during or immediately following the fire, and caused by it, at three hundred. This does not include still-born children, of which there were many, at least one hundred and fifty women having been delivered prematurely during the day and night of the 9th.*

The Losses.—Estimates of the material losses by the Chicago fire differ greatly, according to the basis of reckoning and the appraisal of values, always arbitrary. A few things are certain. There

* For a full and carefully edited transcript of all the incidents of the great Chicago conflagration, together with copious statistics of losses, etc., the reader is referred to the work of Messrs. Colbert & Chamberlin on the subject. Chicago: Jansen, McClurg & Co.

were 2,100 acres of land burned over, nearly all of which area was thickly covered with buildings; there were nearly 18,000 buildings destroyed, of which about 2,400 were stores and factories; and there were but few short of 100,000 people rendered homeless by the calamity. The district burned over is bounded on the *south* by Taylor Street (to the river), and Harrison Street (from Griswold Street east); on the *west* by Jefferson to Harrison, and thence north by a line working eastwardly to and along the South Branch, thence north [by west along up the North Branch and streets which are nearly a prolongation of Desplaines Street; *north* by an irregular line, losing itself on Lincoln Park near Fullerton Avenue; and *east* by Lake Michigan. The extreme length of the burnt district is $3\frac{3}{4}$ miles, and its greatest width a little over 1 mile. By geographical divisions, Mr. Colbert gives the result as follows:

	NORTH.	SOUTH.	WEST.
Houses destroyed.....	13,300	3,650	500
Persons made homeless.....	74,450	27,800	2,250
Acres burned over.....	1,450	460	194

The same authority calculates the total losses at \$192,000,000, exclusive of indirect damage, evidences of indebtedness, nor such personal effects as were not marketable. Some of the details of this calculation are as follows:

Govt. Buildings, Streets, etc.	\$6,298,750	Dry Goods Merchandise..	10,000,000
Railroad Depots & Stock	1,760,000	Drugs	" 1,000,000
Newspaper Property (9 Dailies)	880,000	Boots and Shoes	" 3,500,000
Hotels	2,890,000	Leather and Stock	" 1,750,000
Theatres and Halls	865,000	Grocers'	" 4,120,000
Public Schools	249,780	Clothing	" 3,650,000
Churches*	3,000,000	Hardware	" 4,510,000
79 Principal Commercial Blocks	8,015,000	Millinery	" 1,610,000
Grain Elevators	2,100,000	Hats and Caps	" 1,060,000
Lumber in Yards	1,040,000	Paper Stock	" 700,000
Banks	1,000,000	Musical	" 900,000
		Household Property ----	41,000,000
		Other Personal Effects ..	17,710,000

*Catholic	\$1,350,000
Episcopal	337,500
Methodist	355,000
Presbyterian	465,000
Baptist	80,000
Congregational	75,000
Israelite	55,000
Other Denominations	252,500

Total..... \$3,000,000

The public buildings burned included the Custom House and Postoffice, in which \$2,130,000 in money, chiefly specie, was destroyed, the vaults having been improperly constructed, and having therefore proved much less fire-proof than those of most business buildings in the city. They also included the Court House, with all its archives (\$1,100,000); the Chamber of Commerce (\$284,000); the central police court and jail (called the Armory); two other police stations and seven engine houses. The destruction of sidewalks ($121\frac{3}{4}$ miles) involved a loss of nearly \$1,000,000. There were eight bridges burned down, worth \$200,000. The great Central and Southern depots were burned down, the latter of which has been rebuilt at a cost about equal to that of both the former structures.

Among the hotels burned were the Sherman, worth \$360,000 (since rebuilt at \$600,000), the Palmer, worth \$250,000 (succeeded by the grand Palmer House, not on the same site, worth \$1,250,000), and the Tremont, worth \$200,000 (since re-built at \$500,000). Among the theatres was Crosby's grand Opera House, then the finest in America, which had just been refurnished at a cost of \$80,000, and which had never been seen in its new garniture by the public.

The number of buildings burned was 30 per cent. of all in the city; their value at least 50 per cent. Of grain, 1,642,000 bushels, or 26 per cent. of the amount in store; of lumber, about the same per cent., viz.: 67,500,000 feet, and 2,000,000 lath and shingles. Of mercantile stock and properties, the loss reached 80 per cent. of the whole.

It will be seen that the most of these sums are in round numbers, showing that they are estimated. The computation was done from careful data, however, and has not been called seriously in question. It makes the total calculable loss of property \$192,000,000, after allowing \$4,000,000 for salvage on foundations of buildings. This estimate does not include the shrinkage of real estate values, which was thought to amount to 30 per cent. of the marketable values of the day before the fire, or \$88,000,000 in all. The calculation relative to real estate was made, it should be noted, a month or six weeks after the fire, when it had been found that the city was to "rise again," as the motto was in those days. But this estimate had to be revised, in what way will appear further on.

There was also a large loss to the mercantile interest by the interruption of trade consequent upon the destruction of stocks and of

business facilities was estimated at \$10,000,000 more, or 8 per cent. net profits on \$125,000,000 worth of business. We should, however, in the light of the subsequent month's history, place the amount of trade diverted from Chicago by the catastrophe at a much larger figure. Ordinarily, the "consequential damages" arising from the impairment of the capital of Chicago merchants would be expected to be very serious, since we all know that a merchant with large capital can buy lower, and consequently sell more, than he with a smaller capital. But in the cases of the Chicago merchants, who had established an A 1 character at the East, there was not a disadvantage experienced that was not anticipated and offset by the generous aid extended by the importers and manufacturers with whom they dealt. Taking all these facts into consideration, and declining to reckon in the temporary depreciation of real estate as a part of the losses endured, we must still place the grand aggregate not very much below the \$290,000,000 estimated by Mr. Colbert, the fact being that there were a great many sources of loss not reckoned in footing up this \$290,000,000, one of the most serious of which was the enhanced cost of living and of doing business, consequent upon the sudden destruction of urban and co-operative facilities, forcing the people back upon more primitive ways and less comfortable belongings, while at the same time enhancing their expenses; also scattering trade and population to the three ends of the city, and thus necessitating a vast amount of expensive cartage, portorage, and messenger service.

AFTER THE FIRE.

The Calamity of Chicago as a Test of Human Nature—A Rather Awkward Situation—Quick Relief—A Prodigy of Cheapness in Household Outfitting—A Period of Panic—An Epidemic of Incendiaries and no Water to be Had—Business Reorganized—What the Banks and Board of Trade Did—A Southern Seer and What he Phrophesied—Trade in Strange Haunts—Settlement with New York—A Splendid Performance—A Real Estate Manœuvre of Certain Jobbers—Kindly but Careful Action of the State Legislature.

AT the risk of being accused by the outside reader of a grim attempt at a joke, we remark, that the effect of all this disaster was somewhat depressing to the feelings of the population of Chicago. The fact will not, however, bear a much stronger expression; and it must be added, at once, that the mental perturbation observable on the 11th, was the result rather of the shocks experienced and suffering endured or witnessed on the 9th and 10th, than of any discouragement drawn from the situation on the 11th;—as good an illustration probably, certainly as extensive, as was ever furnished of the wonderful elasticity of our human nature.

That elasticity was probably found a little more perfectly developed in Chicago than it would have been in any city not American and Western, but yet it is by no means peculiar to Chicago. And certainly much credit must be awarded to the buoyancy of spirit which would attempt anything—hope for anything—in the face of a situation such as greeted the inhabitants of the destroyed city on the morning of the eleventh of October, A. D. 1871, the day when the consuming element was first found to be under human control.

What was that situation?

A square mile of ashes and *debris* in lieu of the square mile of stately warehouses and rattling factories, teeming docks and crowded streets;

Three more square miles of blackened waste, relieved only by

occasional chimneys or jagged walls, and made horrible by charred corpses ;

A hundred thousand people without shelter and twice as many more without water, and with dubious prospects of food ;

A city corporation disorganized, demoralized, and holding up its hands in distressful appeals for help ;

A reign of terror impending on account of rumors freely circulated of incendiaries and robbers at work everywhere ;

General and complete financial prostration ; indemnity being of course impracticable and salvage hopeless, — all the contents of safes that had been got at thus far had proved worthless ;

No churches, no newspapers, no police, no telegraph, no public institution of any sort on which the devout, the inquiring, the timid, could lean in such an emergency ; —

It was a situation such as would seemingly tend to discourage any ordinary community. Perhaps it was for this reason that the Chicago community refused to be discouraged.

Relief for the Suffering. — The first thing to do was to procure shelter for the homeless and hungry ; surgery for the sick and wounded ; clothing for the naked ; protection for the defenceless. Toward this beneficent end, steps were taken as early as noon of the 9th, while the conflagration was still at its height. At about that hour, the Mayor and the President of the Common Council were laying their heads together to organize relief, and half a dozen cities were bestirring themselves to send articles which both instinct and reason told them would be needed in Chicago. By eight o'clock on the evening of the 9th, a car-load of provisions had arrived from Milwaukee, and by nine the next morning, the arrivals had reached at least fifty car loads, and they kept coming until the Chicago authorities were forced to cry "enough."

Money came pouring in, too, like water, the cash contributions reaching \$4,200,000 within three months, and being sent from all parts of the world, even from our antipodes. The aid thus promptly and munificently contributed, was efficiently administered by the Aid and Relief Society, a chartered institution, which happened to be exceedingly well officered, and which did its difficult task with surprising acceptability to the parties concerned. Barracks were built for the reception of the houseless, and then the Society began the erection of separate houses for families, the barrack style of life proving unhealthy, both morally and physically. Over 4,000 of these

houses had been built within the first five weeks of the Relief Society's work ; and what is more wonderful, in view of the fearful scarcity of lumber and housefurnishing materials, they had been built and furnished with a cook-stove, mattress, bedding, and half a ton of coal to each, at a \$110 per house.

By the evening of the 11th, every victim of the conflagration had good food in plenty, and all his other pressing physical wants had been attended to ; and on the evening of the 17th, eight days after the water supply had stopped, the pumping machinery was again got under way, so that by the next morning every household had water without being longer forced to buy it from cart boys who had dipped it up from places none too clean.

A Panic Period. — One of the results of a scarce water supply had been an acute fear of further calamities by fire, the weather still continuing dangerously dry, although a slight rain had fallen on the night of the 9th. It was generally believed that the town was infested by thieves who had come on from New York to reap the harvest which the fire-fiend had sown for them. Accordingly there was a general demand for a large reinforcement of the police department, which somehow did n't seem to count for much during those days ; and citizens volunteered by hundreds for patrol duty.

Business Re-organized. — Chicago is distinguished more by her business achievements than by her social or political achievements ; and this quality exemplified itself during this crisis in her career. Before the community had time to compose itself for a square look at the situation, the business element of it had already struck an aggressive attitude — not formed in solid phalanx for defence, but deployed (in very queer and straggling lines, too) for a renewal of the attack. The merchants of Chicago proved to be of much better stuff than had been supposed, even by Chicago people, the charge having been quite generally made against them that they were too bold for safety in time of trouble — that they were doing a dangerously large business on a dangerously small capital.

Wasted Tears. — Accordingly, when the shock of disaster came, it was considered so certain that not one Chicago merchant in a score could resume business on anything like the former scale, that the press and people of "rival" cities could only refer to Chicago in the past tense. One of the oldest and supposedly the most influential of the New Orleans papers, after assuring its readers, shortly after the fire, that a large portion of our population had "deserted," and that

our merchants, such of them as had anything left to transfer, were "transferring their business to St. Louis," added :

"No doubt the people of Chicago will struggle earnestly against their adverse fate, and that a new city will arise speedily from the ashes of the old one ; but it will never be the Carthage of old. Its prestige has passed away, like that of a man who turns the downward hill of life ; its glory will be of the past, not the present ; while its hopes, once so bright and cloudless, will be to the end marred and blackened by the smoke of its fiery fate."

This was a very natural view to be taken in New Orleans or Jerusalem ; but New York, London — the East, the West, and all that part of Christendom lying north of the fortieth parallel of latitude, were ten times nearer to us, in fact and feeling, than our geographical neighbor at the mouth of the river over whose valley Chicago presides as its commercial capital. Accordingly everybody else, except the people in Dixie and the Moon, felt certain that Chicago would rise again as grand as ever ; but nobody had the prescience to predict during the first few weeks after such a before-unheard-of, undreamed-of calamity, that the resurrection would be as rapid as it was.

"*Elan*" of the *Chicago Merchants*. — It has been seen that nineteen-twentieths of all the mercantile stocks in the city were consumed by the fire. It was believed for several days that next to nothing would be recovered from the insurance companies (and, in fact, less than twenty per cent. of all the losses was recovered from the underwriters). Further, the fall business had just fairly set in when the fire came, and that it was utterly hopeless to think of finding freighting and storing facilities for new stocks in season to catch even the "last run" of that trade, even if the merchants could raise means or credit to buy the goods. Hence the reader will readily understand that the business outlook on the 10th day of October, A. D. 1871, was rather unfavorable. In fact, it was what might be called squally. The leading New York jobbers, of whom any one in twenty would, on that day, have given a round million to be indemnified for his own individual loss through failures supposed to be caused by the fire, found, on meeting their debtors in a fortnight later, that the *aggregate* loss on Chicago debts would be not over a million. Here is a statement of the case from the New York "Bulletin" of Nov. 2, 1871, which tells the whole story in a nutshell :

"There are about twenty firms, representing by far the greater part of the indebtedness, who *pay in full at maturity*. Another firm, having probably the largest indebtedness of any one house there, meets its paper in full, but at an aver-

age extension of a year and three quarters, and at six per cent. interest. One or two other firms, with a comparatively limited indebtedness, get extensions averaging from nine months to a year, and propose to pay in full, but without interest. Four of the leading firms, representing aggregate liabilities to the amount of \$1,500,000, compromise at an average of sixty cents, payable at periods ranging from three to twelve months, without interest. This showing comprises all of the wholesale and larger retail Chicago houses that have suffered, and here we have an actual loss not exceeding \$600,000. Making liberal allowances for the possible losses that some of our jobbing houses may sustain through the small retailers, therefore we think that it may be safely estimated that \$1,000,000 will pay all the actual losses sustained by our dry goods merchants; and this estimate is entertained by our most intelligent merchants. That this is far below what dealers expected, may be inferred from the fact that, on the day after the fire, one of our largest jobbing firms estimated their losses at about \$1,000,000, reckoning, among the creditors with whom they would have to make liberal compromises, several houses who have since announced their ability to meet their liabilities in full, and promptly, at maturity. The favorable settlements have had the effect of restoring confidence among merchants; and even those most given to croaking fail to see how the disaster is likely to bring panic upon the dry goods interest through their direct losses. The clothing trade was largely represented in Chicago; but out of the eight or ten large houses there, not one, we believe, has asked for an extension over any great length of time. The result shows the Chicago dry goods merchants to have been more solid, financially, than they had been supposed to be by merchants generally, although the fact that most of them purchased their goods on very short time always made them favorite customers in this market. Those who held encumbered real estate are pinched the most by their losses; but even those are likely to be able to weather the storm, without sacrificing their property at its present depreciated value, by the aid of the liberal extensions which their creditors have readily accepted."

The fact is that some of our merchants, notably the members of a prominent dry goods jobbing house (doubtless the same one referred to as taking an extension), not only held "encumbered real estate," but went vigorously to *buying* real estate, on speculation, within three days after the fire ceased its ravages — their object being to develop values by creating a new, first-class, wholesaling district. This movement has proved so far a success, that there is a certain square and a half of ground, fronting on Madison and Market Streets, upon which \$65,000,000 worth of merchandizing business was transacted during the year 1872, whereas, a single hundred thousand would have told the story, for the same tract, in 1871. The value has not, of course, risen correspondingly. It has increased, however, from \$400 @ \$700 to \$800 @ \$1,500, in spite of the general refusal of trade to be diverted from its chosen location of ante-fire times.

Business in Queer Quarters.—We have failed to describe, in its logical sequence, the steps by which business regained its popular status; nor have we space in which to narrate graphically, as the subject deserves, the remarkable and never-to-be-forgotten onset — “scramble,” we might call it, if that were a dignified word — of the merchants, bankers, publishers, etc., after the few remaining stores and offices, parlors, bed-rooms — anything that might be occupied as a temporary place of business. Thousands of such were rented before the embers had cooled at the old place — before it was known whether there was anything left in the safe there buried. More than one merchant, whose home happened to be spared, had rented a new place before going home to breakfast, after beholding the ruin of his store consummated on that dreadful Monday morning. Mr. John R. Walsh, President and Manager of the Western News Company, was, to the writer’s knowledge, one of this enterprising class.

The Leaders Prove Plucky.—The Board of Trade, — the only commercial organization Chicago had (or has) that is worth mentioning as an organized and representative body — was prompt in reviving business as well as in taking measures for the relief of suffering. On Tuesday, while yet a considerable portion of the North Division was on fire, the Board moved into new quarters on Canal street, and resumed business, having resolved, first of all, to require the honoring of all contracts. On Wednesday the bankers met. Their funds had been largely placed, as usual at this season of the year, out on “grain paper,” *i. e.*, warehouse receipts for grain that was burnt up, belonging to men who were ruined. Notwithstanding which, the bankers resolved to go on and pay depositors in full, on demand. It took pluck to do this — and a good deal of assurance some will say, in view of the fact, that scarcely a safe in all the town had yet been opened which showed its contents in good order.

These movements of the bankers and dealers, added to some assurances which had began to be telegraphed from the best Eastern and English insurance companies, and the clarion voices of the press, which began to be raised as early as Tuesday with “Resurgam” for its burden, inspired general confidence, and the wretched looking streets which skirted the Burnt District, began to swarm with nervous workers and to ring with cheery words.

Paternal Solitude of the State.—Pretty soon the State government withdrew the armed protection which it had felt called upon to

offer, and sent, instead of it, an installment of the \$3,000,000 with which it then voted to reimburse the city for its expenditure for the canal enlargement, thus placing the city in the possession of much needed funds for use upon her ruined public works.

The Legislature, which had been called in extra session for the purpose, and of which were expected many new laws supposed to be called for the exigencies of the case, did little else except to take the city's canal off her hands, something which the State had reserved to itself the option of doing. There was much ado made over a law establishing land titles on a better basis; also acts abating all taxes; but neither of these was enacted, nor any further relief granted or asked for, except by an occasional impulsive person, here and there. What is particularly gratifying to remember, as contrasting with the action of Western legislatures in earlier days, no public obligation was repudiated and no stay law for private debtors enacted or asked for.

THE NEW CHICAGO.

The Fire Simply an Episode, not a Crisis — A "Ruined" City's Business for the First Year of Nonentity — Astonishing Figures, which Won't Lie — Marked Increase in Every Line of Traffic — Rebuilding — A Marvelous Record — Total of Frontage and Values for Two Years — Status of Public Buildings — The Architects in Clover — Character of the Architecture of The New Chicago.

THERE were two things connected with the fire which were more wonderful than the great conflagration itself. Or, rather, let me say, more memorable, since there was really nothing wonderful about the fire. The candid investigator of all the circumstances antecedent to and attendant upon the fire can hardly fail to be impressed with a view similar to that of the Hibernian who was expected to wonder at Niagara, and who, after gazing upon the sight, asked what there was wonderful about it; and being referred to the vast volume of water rushing over the mighty precipice, wanted to know "what was to hinder it?" Given, a city spread over a broad prairie; a few square miles of kindling-wood, prepared for ignition by three days of hot, parching winds; and a tired and demoralized fire department, which circumstances combined with a faulty system to give the blaze a good start among the windward shanties; and added to these, an extra fierce wind, sufficient to waft fire-brands of no small size a distance of a mile or more, and also to serve perfectly the purpose which a blow-pipe serves to a furnace; and we have all the conditions necessary to a conflagration like Chicago's; so that only another city like the old Chicago is necessary to make the same set of meteorological phenomena bring about the same disaster again, here or elsewhere.

The Fire No Crisis. — It is quite as difficult to bring ourselves to consider the Chicago fire a *disaster* or a *crisis* in Chicago's history, as it is to consider it "the greatest of modern wonders," as many have denominated it. The fire marked less of an epoch in Chicago's his-

tory than the canal, or the railroad system, or the war, which developed the capital of her merchants, and made her a great importing emporium, instead of a distributing station for the seaport cities.

Really, the fire was a simple episode, rather than a crisis; an experiment, to test of what stuff she was made, by what springs the acts of our humanity were impelled, and how the new phase of civilization developed by the railway, the telegraph, cheap postage, and free press was organized—whether it was worth more than the civilization we used to have. As such an experiment, the fire was a success, and its result extremely gratifying.

A Ruined City's Business.—In proof of what we have said, which may seem like a rather flippant treatment of a terrible event, we mention that *the aggregate of business done in Chicago, leaving the business of rebuilding out of the account, was much greater during the year after than during the year before the fire.*

The wholesale merchandizing trade, according to the "Tribune's" figures, increased from \$135,350,000 to \$155,550,000; a gain of fifteen per cent.

The receipts of grain in the same period increased 8,425,885 bushels; viz., from 79,094,866 bushels to 86,992,141 bushels.

The receipts of live-stock during the year ending October 1, 1872, were 4,298,442 head, while those during the year ending October 1, preceding the fire, had been but 3,325,576.

The receipts of only three commodities, out of thirteen others scheduled in the Board of Trade reports, shows a decrease in 1872, as compared with 1871; the increase in cured meats, pork, salt, highwines and wool being very marked—not less than 33½ per cent. on the average.

The average deposits in the leading banks increased as follows:

	1871.		1872.
First National,	\$3,200,000	----	3,600,000
Commercial National	1,500,000	----	2,000,000
Cook County National	1,500,000	----	1,800,000
National Bank of Illinois	180,000	----	690,000
Fifth National	1,100,000	----	1,300,000

And the number of banking institutions increased largely during the year. What is perhaps still more remarkable, the banks found, on resuming business in the prompt manner referred to in the preceding chapters, that they were made permanent losers of less than

five dollars in a thousand on the average of the amount of outstanding bills.

Rebuilding.—Of the two things referred to above as being more remarkable than the fire itself, we did not intend that the business elasticity of the Chicago merchants should be reckoned as one. They are:

First,—The mighty manifestation of a world-wide society or brotherhood. The discovery that it exists in such degree as it was then proved, and the fact that it can be increased so promptly and adequately, its divine functions are alike to be admired and remembered—by none so much as by the inhabitants of Chicago, who were at the favored center of these converging chords of sympathy.

Second,—The achievements of a single year towards rebuilding the city—full of destroyed edifices—a feat which astonished the people of Chicago quite as much (or would have done so, but for their total incapacity for being astonished,) as any outsider could have been.

Summary of Values and Frontage.—Of the buildings destroyed, probably nine-tenths, in value, were located in the South Division, occupying what is called the business quarter *par excellence*. This district included, all together, 110,000 feet of street front, of which, at least 30,000 feet was either vacant or occupied by frame shanties, relics of the early day. Of the 80,000 feet remaining in this district, 52,792 feet was covered, one year after the fire, by permanent brick and stone structures, either completed or in process of erection. The value of these buildings was placed at \$38,154,700, and that of all buildings then in process of erection or already completed, at \$45,558,200. This was the highest estimate, while the lowest placed the total at about \$40,000,000. We are satisfied that the lowest estimate of the cost was too high, though in respect to the extent of frontage covered there was almost perfect exactness, for obvious reasons. It should be remarked, however, that it included many large buildings which were not completed until far into 1873.

In the North and West Divisions, the amount of work accomplished was naturally far less. The figures which we accept place the total frontage of permanent buildings in the North Division at 7,691 feet, and the value at \$6,425,000; in the West Division, frontage 891 feet, value \$998,500. Total frontage in the three divisions of the city 60,324 feet.

(The figures for the West Division do not, of course, include the Messrs. McCormick's reaper works, begun in September, 1872, and

having a total frontage of 2,942 feet—considerably over half a mile. It is also well to bear in mind that among the achievements of the year mentioned in the North Division, was the building of over 7,000 frame dwellings, mostly cheap cottages, and a majority of them the work of the Relief Society.)

Among the buildings included in the general aggregate was the new Chamber of Commerce, into which the Board of Trade moved on the anniversary of the fire, and which had cost \$365,000; the Sherman House (occupied April 1, 1873,) which cost \$650,000; the Pacific Hotel, which cost \$1,000,000; the Michigan Southern and Lake Shore railway depot, which cost \$750,000, and which was not opened until 1st of June, 1873; and even the Palmer House, which has but recently been occupied as this book goes to press.

We observe also that the valuations are in some cases excessive, though they are enough below the true figure in others to nearly equate the whole of the sum set down in the total. It is a fact, however, that all the newspapers, in their statements last October, pilfered somewhat from the credit of the second year to round out the record of the first. This was done especially in the case of the higher grade of buildings—those which cost at last year's prices, far over the average of \$750 per front foot. Let us take that sum as a just mean of the cost of last year's building and \$500—*i.e.*, 33⅓ per cent. less—as a fair average of this year's. Let us also deduct 5,000 feet from the frontage reckoned in last year's total as belonging more properly in this year's. This reduces the value of last year's improvements to \$41,800,000, and the frontage to 55,324 feet—a figure which will be reached this year, and which yields as the aggregate value of the improvements of the year ending Oct. 1, 1873, \$27,662,000. Total for the two years, \$69,462,000. This applies only to permanent structures of brick, iron and stone. The number of dwellings costing from \$500 to \$10,000 each, outside of the fire limits, and so scattered as to be out of the reach of the statistician is enormous—so much so that these structures are customarily reckoned by the acre, rather than by number.

Proportion of Costly Buildings.—We find that of the structures erected or in progress on the 9th of October, 1872, two, (the Post Office and the Palmer hotel,) were to cost over \$1,000,000; three, (the Michigan Southern railway depot, and the Pacific and Sherman hotels,) over \$500,000; and of 73 the cost is placed at or above \$100,000. All of the buildings included in any of the above lists and esti-

mates were built according to a fire ordinance which required walls of substantial masonry, and of certain prescribed thickness according to the height of the building, and many of them have been built thoroughly fire-proof, regardless of cost. The architecture of the city has much more variety than formerly, and the material, as well as the style, is very diverse. A favorite variety of building stone having been found in close proximity to Cincinnati — the same sandstone of which that city has hitherto built nearly all her better fronts — the demand from Chicago has almost entirely superseded that from Cincinnati herself.

Harvest of the Architects.—The year succeeding the fire was naturally a year of rich harvests for the architects. From a table before us, of the work of forty architects (nearly all then working), we learn that ten of the number each had in hand buildings aggregating more than a million of dollars in value. The greatest frontage was returned by Messrs. Burling & Adler, 8,875 feet; and the greatest value of buildings under charge, by Mr. W. W. Boyington, \$5,815,500, the architect's commissions on which, at 2½ per cent., would foot up at \$145,387.50 — a very good year's income for a professional man. Messrs. Wheelock & Thomas had in the same period 3,523 feet of frontage, the buildings on which were valued at \$3,426,000; and Messrs. F. & E. Baumann, 8,529 feet, value \$3,090,000. There are now ninety-three architects practicing their profession — that is, doing business for themselves — in Chicago.

Fine Structures of 1873.—The architecture of the buildings finished during the year ending October 9, 1873, is of even higher character than that of the preceding year. Among these are the three grand hotels already named; the Michigan Southern railway depot, the Honoré hotel, corner of Dearborn and Adams streets, the Gallup & Hitchcock building, which, with a depth of only 80 feet, cost about \$4,000 per front foot; the Reaper block (C. H. McCormick's) on Clark street, opposite the Court House; the Lakeside building (Clark street, opposite new Post Office); the Matteson House; the "Times" building; the Busby and Stewart building, occupying the former sites of the Crosby Opera House, St. James Hotel and Music Hall; and the Tremont House, a very ornate and elaborately finished structure, costing \$500,000, on the site of the old Tremont.

The new Post Office and Custom House, for which, including the site (\$1,200,000) the national government has already appropri-

ated \$4,000,000, is, like other great bodies, moving slowly, though it employs the labor of over 500 men. The dimensions of the structure are to be 243 by 211 feet, and its utmost height 197 feet. Its walls have, at this writing, just begun to show themselves above ground. The building will be in the Florentine-Romanesque style of architecture, and of the Buena Vista, Ohio, sandstone — a very fine-grained



POST OFFICE AND CUSTOM HOUSE.

stone, of rich but sober gray-brown color. The outlines of this important structure, as designed by Mr. Mullett, are shown in the above cut.

The County Jail and Criminal Court, now nearly completed, will be the most expensive and substantial edifice as yet erected in the North division of the city. Its estimated cost is about \$600,000.

PART II.

CURRENT RECORD.

AND

DESCRIPTION.

RAILROADS OF CHICAGO.

There are 70,034 Miles of Railway on the the Continent — One-third of them Feed Chicago's Markets — Detailed Statement of the Location and Mileage of the Chicago Railway Systems — Railways the Great Wealth-Makers — Facts and Figures to Open the Eyes of Conservatives and Croakers.

Routes and Tonnage.—The latest accurate statistics make the aggregate length of all the railroads in actual operation in the United States 66,491.24 miles. With this may very necessarily be included, in a question of this character, the Canadian roads, 3,573.50 miles, making a grand aggregate of 70,064.74 miles, to which, probably at no distant day, may be added, besides all other increase, prolongations into Mexico.

The aggregate length of railroad line in America has now just reached that of all the water routes in the country, and will soon far surpass these boasted American advantages in mere length, as it has already excelled them in usefulness and developing power.

It has been found that the average value of all the commodities transported in the United States, by rail or otherwise, was about \$150.00 per ton in 1872. As the aggregate net tonnage of all the railroads in the United States, not including other transportation nor any tonnage in Canada, was, for the same year, 100,000,000 tons, the value of marketable property carried on the railroads in a single year must have been, in the United States, fifteen thousand millions (\$15,000,000,000). Taking the population, for convenience, at 40,000,000 (38,558,391), the result is \$375.00 worth of railroad transportation for every man, woman and child in the Union. This does not include produce or manufactured products received by the consumer from the wagon of the producer, or consumed or exported after transportation solely by river, canal, or in any manner not by rail; which, it has been estimated, would double that sum. Tonnage, of course, increases as population, and, consequently, production and consumption do.

Railroads Create Wealth.— But the increase of tonnage is at a rate higher than that of population, in proportion to the increase of railroad transportation. This tonnage represents the wealth of the country. Upon principles familiar to political economists, the accumulated property and the land of the most opulent people would not avert swift and general impoverishment if production should even fall seriously behind; since the total value of all a people consume is so great that, if it had to come out of their capital, all the property of the community would not sustain some commonwealths for a single year. Railroads, therefore, in an emphatic sense, create wealth, by enabling industry to produce so much more.

Chicago the Child of Railroads.— And this stupendous agent of prosperity, with its capacity for infinite harm or good, may be said to have originated since 1851, up to which date, when the New York and Erie railroad opened, the method was practically on trial. It thence became a system, and as such has simply expanded. The ocean built Tyre and Carthage. Aleppo was the child of a route for the camel and the pilgrim; St. Louis was predestined when the Mississippi opened its way; but Chicago is peculiarly the child of this new and mighty system. So distinct and inseparable is the interdependence between that system at large and the city which has spontaneously shot up at the point indicating its focus, that no comprehensive view of the one can logically exclude the other. If a railroad be compassed for the Lake Winnipeg region, or up the valley of the Saskatchewan, in a country more habitable than Sweden, a thousand miles north of the source of the Mississippi, it is impossible to dissociate the thought from Chicago; if it be suggested that without the West, Boston or even New York would languish, the idea of a qualified dependence on Chicago is immediately raised. The surveys of the Yellowstone Valley, conducted in the interest, and at the expense of the nation, are but the exploiting of Chicago engineers, the moment it is recollected that the North Pacific railroad is to connect that region with the most accessible of the great commercial marts. Nay, the time has already come when the arrest of developing manufactures in California, by the opening of the Pacific railroads, which exposed them to the competing wares of lower paid labor in the East, will engage the pecuniary sagacity of Chicago in preparing her to be the great Shop for supplying the infinite demand of the far West, in time, for manufactured goods. Alaska itself is not extolled as a fur trader without implying Chicago as the

future purchaser. The like remark may be made of Texas, and of Mexico. The unaccountable but indisputably natural tendency of the South-west towards a Lake market, shown at an early day, in derogation of the most eligible water connections southward, is evidently ineradicable; and a project for opening, by a few score difficult and expensive miles through the mountains of the South, a nearly straight route about as long as that to New York, between Chicago and Port Royal, on the Atlantic, in South Carolina, which has been broached, is likely to test the principle further toward the east.

What Roads are Tributary?—Such considerations really warrant the question, What railways in North America are not in some degree tributary to Chicago? It is an expressive fact that the corporate names of over fifty railroads embrace that of Chicago. The numerous petty roads about Boston included, her name appears in but twelve; of Philadelphia, but ten; and of New York, but eleven. It is not easy to demonstrate, even of a single road, in what its “tributary” element consists.

Anxious to avoid even the appearance of exaggeration, we shall ignore the great majority of these fifty courtiers for the favor of the country represented by Chicago, and shall, in placing before our readers the most comprehensive list yet published of the Chicago railroads, with their mileage, confine ourselves for the present to the half-dozen great corporations having their eastern terminus and principal offices in Chicago.

The Northwestern System is the oldest, (except the Eastern lines, with which the reader is adequately acquainted,) and embraces within it the only railroad which Chicago, with her hundred passenger trains a day, her palatial depots, and her acknowledged character as the pivot of the national railway system, ever really evolved—a striking proof that the system made her—and will take care of her—and not she, the system.

By the roads comprehended under the title “Northwestern,” Wisconsin was early made a customer of Chicago, and by the recent opening of lines in the Copper and Iron regions of Lake Superior, the mines are made definitely tributary to her. Likewise, the Galena lead region and the Illinois border on the north.

The Chicago, Milwaukee and St. Paul System lies largely on the west, as the Northwestern lies on the east, of the Mississippi, the former being for Minnesota what the latter is for Wisconsin; but its

connections look to a far broader scope in the farther Northwest and West. It aspires to be the principal line for the Oregon passenger by the North Pacific, and meets at St. Paul the St. Vincent road to Pembina, and in time further beyond, in the valley of the Red River of the North. On the other hand, it is open to Sioux City on the western border of Iowa, where its connections push into Dakota, and down the river to Omaha and the Union Pacific.

The Chicago, Burlington and Quincy System has multiplied its shorter ramifications about Western Illinois, and has latterly stretched forth for distant points. The Burlington and Missouri River road, extending the whole length of Iowa, now virtually consolidated with it, stretches this system to Omaha and the Union Pacific, while the Cedar Rapids and Minnesota road, also become a part of this system, passes through the most flourishing and populous districts of Iowa. To the South, the Hannibal and Sedalia division interposes between St. Louis and West Missouri, and passing, by its definite connections, through a part of the Indian Territory and Kansas, pre-occupies all that region, and passes on to Galveston on the Gulf, and to New Orleans.

The Rock Island and Alton Systems alike thicken the net in Illinois and Iowa. The former competes vigorously for the trade of the mountains and the Pacific slope, and both have lately pushed their lines far into the southwest.

The Illinois Central System, in common with several of the others, embraces Eastern and Western Iowa, and the most of Minnesota in its designs. Long lines are already complete, while within the State, the parent road is the patriarch of them all — or much more literally, their exemplar. We have elsewhere mentioned its origin. The whole original road is in Illinois, and yet is 707 miles long; starting at Cairo, proceeding 112 miles north to Centralia, and there bifurcating.

As the latitude of Chicago is not much below that of Boston, while that of Cairo is about the same as Norfolk, the comparative uniformity of soil, surface and productive capacity in the State of Illinois (which, if on the Atlantic coast would stretch almost from Massachusetts to North Carolina,) is consistent with great contrast in agricultural productions. In this respect, the "North and South were bound together with iron" by the Illinois Central Railroad, at a very early day. Southern Illinois, which acquired the name of "Egypt" in early times from being the resort of newer settlers far-

ther north to buy corn, like Jacob and his sons, became afterwards and is now rather the garden, from which Chicago and her neighboring cities and towns receive their vegetables and many of their fruits.

Mileage of Chicago Roads.—We give below tables, from the latest data, in most cases official and direct, of the principal Chicago railroads with their mileage; also the number of railroads intersected, or “tapped” by each on its course:

NORTHWESTERN SYSTEM.		INTERSEC-	
<i>Wisconsin Division :</i>	MILES.	TIONS.	
Main line, to Escanaba	358	----	12
Escanaba to Lake Superior	74	----	1
Winona to St. Peter	204	----	4
Madison Division	148	----	6
West Wisconsin, Elroy to St. Paul	197	----	14
Kenosha Branch	75	----	6
Belvidere and Madison Branch	68	----	3
<i>Milwaukee Division :</i>			
Chicago to Fond du Lac, via Milwaukee	145	----	9
<i>Galena Division :</i>			
Main Line to Omaha	488	----	7
Branch to Dubuque	152	----	
Branch, Clinton to Maquoketa	35	----	1
Total	1944	----	63

CHICAGO, MILWAUKEE & ST. PAUL SYSTEM.

Chicago to St. Paul	324	----	11
Madison line	37	----	3
River Division (LaCrosse to Winona)	27	----	
Prairie du Chien to Milwaukee	194	----	5
McGregor to Minneapolis	212	----	5
Janesville Branch	34	----	2
Decorrah Branch	12	----	
Milwaukee to Portage	98	----	4
Mason City & Austin	40	----	2
Milwaukee to Oshkosh	102	----	3
Berlin and Winneconne Branches	27	----	
Madison to Portage	29	----	1
Iowa & Dakota Division	126	----	8
Hastings & Dakota Division	74	----	2
Total	1336		
Northern Pacific (Minnesota Division)	449	----	5
Total	1785	----	50

In this table no account is made of those divisions of the Chicago, Milwaukee & St. Paul road which tend to nourish other cities to a greater extent than Chicago, as for instance, the Western Union, and the McGregor & Sioux City lines.

CHICAGO, BURLINGTON AND QUINCY SYSTEM.

Main line to Quincy.....	263	----	14
Branch to Burlington.....	43	----	2
Burlington and Missouri River.....	470	----	9
Burlington, Cedar Rapids and Minnesota.....	318	----	8
Burlington and Keokuk.....	43	----	1
Fox River line.....	61	----	3
Buda and Rushville branch.....	110	----	5
Galva and Keithsburg branch.....	54	----	2
Elmwood to Peoria.....	27	----	2
Mendota and Clinton.....	66	----	4
Carthage division.....	72	----	1
Chicago and Rock River.....	47	----	5
Hannibal to Sedalia, Denison, and Galveston, Texas....	963	----	18
Total.....	2,437	----	74

The connection with the Gulf of Mexico, via Denison, Kansas, over the Missouri, Kansas and Texas line, which has good running arrangements with the Chicago, Burlington and Quincy, has been achieved within a few weeks, and is the first opening of convenient railroad traffic between the Great Lakes and the Texas coast. Passage takes about one hundred hours.

ROCK-ISLAND SYSTEM.

Chicago, Rock-Island and Pacific, main line.....	493	----	17
Peoria Branch.....	46	----	2
Indianola and Winterset branch.....	42	----	2
Decatur Air Line (nearly complete).....	108	----	9
Sigourney Branch.....	28	----	
Southwestern (to Leavenworth).....	321	----	7
Atchison Branch.....	30	----	1
Total.....	1,068	----	38

CHICAGO AND ALTON SYSTEM.

Chicago via Louisiana to Kansas City.....	492	----	31
Jacksonville Division.....	90	----	4
Jefferson City Branch.....	51	----	
Springfield Branch.....	154	----	11
Western Division.....	70	----	6
Lacon Branch.....	10	----	
Total.....	867	----	52

ILLINOIS CENTRAL SYSTEM.

Chicago to Cairo.....	365	----	28
Northern Division, Dubuque to Centralia.....	343	----	24
Iowa Division.....	327	----	9
Chicago, Dubuque and Minnesota.....	117	----	11
Cedar Falls and Minnesota branch.....	80	----	2
Clinton to Springfield.....	43	----	
Total.....	1,275		74

This sum includes that portion of the mileage of the Chicago, Dubuque and Minnesota line which is actually tributary to Chicago, and it excludes that portion of the Central Company's own line which is not thus tributary.

OTHER LINES.

Chicago, Danville and Vincennes.....	128	----	13
Chicago and Pacific.....	35	----	
Chicago and Michigan Lake Shore.....	225	----	12
Chicago and Iowa.....	120	----	5
Chicago and Paducah.....	128	----	22
Chicago, Pekin and Southwestern.....	89	----	7
Total.....	725	----	58
Grand total of several systems.....	10,101		
Grand total Intersections, etc.....			409

(About one in every twenty-five miles.)

Chicago to the Continent as One to Three.—To the above aggregate of 10,101 miles of railroads already centering in Chicago (excluding all eastern routes) and operated mainly with reference to Chicago as their entrepot of western produce and depot of supply for merchandise and manufactured articles, must be added the greater part of all the mileage of transverse and spur roads in the states of Illinois, Wisconsin, Iowa, Minnesota, and Nebraska, and in the territories of Colorado, Utah, Dakota, and Wyoming; also a full half of all the mileage in Kansas and Missouri, and a smaller fraction of all in Indiana, Michigan and Arkansas. We are undoubtedly moderate in assuming that Chicago has the inside track on three-fourths of the additional mileage in the states and territories first named, and one-fourth in the last group of states. Of the roads in the several States not included in the above named systems, the total mileage operated

in June, 1873, according to Vernon's Manual, the best authority on the subject, was as follows :

	MILES.	MILES.
Illinois	3,393 $\times \frac{3}{4}$	= 2,545
Iowa	1,538 $\times \frac{3}{4}$	= 1,153
Wisconsin	971 $\times \frac{3}{4}$	= 728
Minnesota	1,418 $\times \frac{3}{4}$	= 1,064
Nebraska	903 $\times \frac{3}{4}$	= 677
Colorado	534 $\times \frac{3}{4}$	= 400
Utah	371 $\times \frac{3}{4}$	= 278
Wyoming	492 $\times \frac{3}{4}$	= 369
Dakota	59 $\times \frac{3}{4}$	= 42
Kansas	2,804 $\times \frac{1}{2}$	= 1,402
Missouri	2,086 $\times \frac{1}{2}$	= 1,043
Indiana	3,600 $\times \frac{1}{4}$	= 900
Michigan	2,598 $\times \frac{1}{4}$	= 649
Arkansas	545 $\times \frac{1}{4}$	= 136
Total miles		11,386
Add former total		10,101
Grand total tributary		21,487

The column of intersections, etc., introduced into the foregoing tables, excludes all manner of connections at termini, named or implied in the adjacent columns, denoting only transverse, intersecting, or actually connecting railroads, completed or in progress, between the designated termini.

Thus, on a basis strictly followed, of railroad mileage actually in operation, Chicago is accorded as her tributaries more than one-seventh of all the tracks laid on the Continent, viz., 10,101 miles; for every twenty-five miles of which there is one or more connecting lines for lateral places. But on the more liberal basis, giving a tributary mileage of 21,487, the total 70,064 miles on the Continent is but about three and one-third times as great as that which will readily be accorded to Chicago by all candid readers.

Railroads make wealth. Chicago has already nearly one-third of all the tributary railroads in the country. Hence — The reader can easily supply the conclusion.

Projected Lines.— By all known standards, this showing ought to be doubly and trebly satisfactory to the city in whose behalf it speaks; and so it is, so far as mere feeling is concerned. Feeling does not govern in this matter, however. Practical necessity governs, and practical necessity dictates yet more feeders to Chicago —

or, rather, outlets to the surrounding country — which are therefore in the process of erection. If we include surveying, organizing and raising funds as elements in the process of erection, there are a dozen important lines in this stage; but if we include (as perhaps is best, in view of the present delicate situation of the railroad stock and bond market) only roads which have actually secured the means of construction, and with those means are now at work upon their lines, we shall include only the following among the Chicago railroads now being built:

The Chicago and Northern Pacific Air Line, running to Duluth, owned by large capitalists, and already graded and to be in operation during the winter of 1873-4, through a considerable part of Wisconsin.

The Chicago and Illinois River road, running hence to Streator, and the immense corn granaries beyond, and tapping the Illinois coal fields near Wilmington; now being graded through Will county.

The Chicago and Pacific, from Elgin to the Mississippi.

A score of minor roads, branching out from the various main lines, and being built either by the large companies or by local organizations, and likely to be absorbed into the large systems by the usual processes. Nearly all the principal railroad companies also have important extensions in progress, or only waiting for the large fall and winter receipts, or a more favorable state of the bond market to place them in funds for the purpose.

Highways to the Sea.— Thus far in our calculation we have made no mention of the facilities which Chicago has in comparison with other cities for reaching the seaboard with her produce. We speak of *comparative* facilities, because no western city has adequate facilities in that respect, the development of the West having outrun the enterprise of the East in this respect. Chicago, however, already enjoys advantages over all other western points corresponding in proportion with her advantages in western feeders, and this advantage will be greatly enhanced within the next twelve months. Against the single circuitous and fortuitous route upon which other cities have to depend, Chicago has the following routes at her command, with a splendid water way to Europe, either via New York or via Montreal, to regulate the tolls of the rail during the season of navigation:

WESTERN DIVISION.	MIDDLE DIVISION.	EASTERN DIVISION.
<i>To Detroit.</i> Michigan Central. (Double track.)	Grand Trunk. Great Western. (Double Track.)	Grand Trunk and Vermont Central.
<i>To Detroit and Toledo.</i> Michigan Southern. (Double track.)	Lake Shore. (Double track.)	New York Central. Boston roads from Albany, Erie.
<i>To Port Huron.</i> Chicago & Can. Southern. (Nearly completed, first class.)	Canada Southern. (Double track.)	New York Midland.
<i>To Pittsburgh.</i> Chicago, Pittsburgh & Ft. Wayne. Chicago, Cin., & Ind. Cen.	Chicago, Pittsburgh & Fort Wayne.	Pennsylvania.
<i>To Pittsburgh.</i> Balt., Pittsb'h & Chicago. (Nearly completed, first class.)	Baltimore & Ohio.	Baltimore & Ohio.

And in addition to this list, there are several projects for first-class air line thoroughfares to New York, Boston, and Philadelphia, to be chartered by Congress as a national necessity; also for trunk railroads, by which Norfolk and other seaport cities south of Baltimore will obtain a foothold in this wrestling arena of Eastern commerce and capital. It is also hoped that the water-way referred to on a preceding page will be supplanted, ere long, by the proposed canal enlargements, and the addition of the Caughnawaga ship canal.

Chicago takes no special hand in manipulating, nor voice in agitating, these various improvements, her experience having taught her that her natural commercial advantages are sufficiently real, and have been sufficiently strengthened by the artificial aids already operating, to *command*, in due time, a vigorous competition for her eastward carrying trade.

BURDEN OF THE IRON HORSE.

What Her Various Railways Bring to Chicago — Fourteen Hours Transport the Southern Esculent from the Gardens of "Egypt" to the Kitchen of the Chicago Consumer — Share of the Various Roads in Transporting the Staples of the West — Cheering Growth of the Pacific Coast and Asiatic Trade — Exception Against Tea, and the Explanation thereof — Chicago and the Cotton Trade — She Smelts for Colorado and Four Iron Regions, Tans for Texas and the Northwest, Packs for all Christendom, and will Spin, Weave and Export for the Lower Mississippi Valley.

The End Not Yet.— Under facts and conditions recited in the preceding chapter, it is far more difficult to imagine any but frivolous reasons why the prodigious development of the city of Chicago should suffer any arrest, than it is to realize that, until the railway system reaches its culmination, it must more and more aggrandize its now obvious focal point. But that culmination is a matter which, with extraordinary unanimity, is allowed to be far hence.

A Lesson From Massachusetts.— In Massachusetts the railroad plexus extends a linear mile steam stock road for every five square miles; and in the eastern part there is nearly a mile and a half for every five square miles of territory. But there the topographical difficulties are great. In the Mississippi valley, and especially through prairies, railroads are built with extreme facility and cheapness. The Massachusetts ratio would give to Illinois alone 11,000 miles of railroad, and until every place practicable at all has reached at least the Massachusetts ratio, it will be premature to announce the culmination of the American railway system. In that day, taking only organized territory of the present, estimated by the Commissioner of the General Land Office at 3,000,000 square miles, the 66,491 American railroad mileage will have swelled to 600,000 miles. And of this, there is no doubt in the minds of men accustomed to be consulted by statesmen and publicists on such subjects.

Official Testimony.— We cannot better exemplify the *rationale* of

this increase than by quoting from the official statement of the Iowa State Treasurer of the progress of railroads in that state for a period of nine years, during which railroad earnings (indicating the increase of produce, etc., carried) grew in the ratio of 10 to 1.42.

Year.	Miles Railroad.	Miles opened each year.	Population	Miles of R. R. per head of population	Gross Earnings.	Earnings per Mile.	Earnings per head of population
1862	626		778,000	1,243	\$ 1,109,346	\$ 1,772	\$ 1.42
1863	653	27	830,000	1,271	1,570,546	2,405	1.89
1864	727	74	882,000	1,212	2,553,699	3,512	2.89
1865	847	120	934,000	1,103	3,871,783	4,572	4.14
1866	1,080	213	986,000	930	4,118,006	3,884	4.12
1867	1,238	168	1,038,000	838	5,807,501	4,778	5.65
1868	1,448	220	1,040,000	734	8,024,931	5,541	7.36
1869	2,081	533	1,142,000	550	10,409,950	5,002	9.12
1870	2,683	602	1,194,000	445	11,932,352	4,447	10.00

The Wonders of Railroad Transportation.—We indicated by the most hasty outline, in the preceding chapter, the character and quantity of the several tributes brought to Chicago by the several railroad systems, closing with that of the Illinois Central, by which the north and the south were “bound together with bands of iron.” Perhaps we might more properly say, it brings them so close that their respective industries cohere without the aid of any cincture.

It is a singular illustration of the wonders of railroad transportation, that the market gardens of a great city are three hundred miles distant. The stranger is struck with the almost total absence in the vicinity of Chicago of gardens for the raising of kitchen esculents for sale, while from every block, out of business centers, the green grocer tempts him with fresh and abundant vegetables during all seasons, and at surprisingly low prices, considering how far they have come. It early became an object on the Illinois Central road to deliver such supplies with the utmost celerity, which is effected at particular seasons, such as those of strawberries, peaches, etc., by special trains, at great speed. It is claimed that the lakeside citizen may have vegetables in his pot within fourteen hours after they were growing in “Egypt.” It has been estimated that during this season (1873) 19,000 bushels of berries were carried by this railroad, of which Chicago consumed about 16,000 bushels. Other fruits, particularly peaches, being much of a failure this season, we substitute, as sufficiently illustrative, the figures of 1867, which happen to be at hand. Berries brought by the Illinois Central railroad, 14,000 bushels, of

which 1,500 passed beyond Chicago, the city receiving 12,500 bushels. Peaches, 389,000 baskets, Chicago receiving 289,191 baskets, other points receiving about 100,000 baskets. All fruits and berries together, nearly 9,000,000 pounds by weight — in 1867.

The Texas Trade Tending Chicagoward.— The fact is familiar that in parts of Texas, in the midst of vast spaces eminently fit for raising cattle, they are slaughtered for their hides alone, sold for less than ten dollars each, while in Chicago the animal so destroyed would bring five times as much, or more. It must be expected that at an early day arrangements, already operating well, will be perfected, and local railroads in Texas extended, with the effect of bringing to the Chicago cattle market vast additional shipments of live-stock from the Texas plains, and from those of the Indian Territory. The same is virtually true of hogs over a vaster southwestern region, from whence little comes now, which may be roughly bounded by a line south-west from Kansas City to El Paso westwardly, and by the Mississippi river eastwardly, including Arkansas and Southern Missouri.

As a provision depot, therefore, it would be altogether rash to assign, even by analogy to the utmost figures known to such experience in the world, a limit to Chicago.

Interesting Particulars of the Carrying Trade. — With regard to the great staples of grain and flour brought to Chicago by the different tributary lines of railroad, it may be instructive for the reader to study the tables elsewhere inserted, from which it will be seen that the greatest quantity of corn brought to Chicago, by any one railroad, in the year 1872, came by the Chicago, Burlington and Quincy road, which brought nearly 12,000,000 bushels, or about one-fourth of the whole amount received in that year. Of wheat, the greatest quantity came by the Chicago and Northwestern road, which brought over 6,600,000 bushels, or more than one-half the entire amount received. Of flour, the greatest quantity came also by the Northwestern road — the amount being over 1,000,000 barrels, out of the 1,500,000 barrels received. Of oats, the greatest quantity came also by the Chicago, Burlington and Quincy road — the number of bushels being almost 4,000,000, out of the 15,000,000 received from all sources. The same road also brought the most rye — nearly 340,000 bushels — about one-third the entire amount received ; although the Chicago and Northwestern road came within about 2,000 of an equal quantity.

With regard to the great staples of hog and beef product, and live stock, the share carried by each of the principal lines eastward, will be seen elsewhere in detail. The Chicago and Alton road, though not within that class, carries a considerable quantity of this freight from Chicago; for example: in 1872, this road carried, in round numbers, 5,000,000 pounds of cured meats; 250,000 pounds of lard; 1,000 hogs; 14,000 cattle; and 1,400 sheep.

The eastward lines carried as follows: Michigan Central, 27,000,000 pounds of meats; over 11,000,000 pounds of lard; 710,000 hogs; 70,000 cattle; and 20,000 sheep. Lake Shore and Michigan Southern, 68,000,000 pounds of meats; 40,000,000 pounds of lard; 800,000 hogs; 200,000 cattle; and 18,000 sheep. Pittsburgh, Ft. Wayne and Chicago, 108,000,000 pounds of meats; 25,000,000 pounds of lard; 450,000 hogs; 200,000 cattle; and 100,000 sheep. Pittsburgh, Cincinnati and St. Louis line, 25,000,000 pounds of meats; 4,000,000 pounds of lard; less than 4,000 hogs; cattle and sheep inconsiderable. Danville and Vincennes line, 1,000,000 pounds of meats; lard, hogs, cattle and sheep, inconsiderable.

The iron, lumber and coal interests constitute a large and constantly increasing element in the transportation business of Chicago. The iron, in the main, is brought from the Lake Superior country by the Chicago and Northwestern road and by lake craft. Anthracite coal comes to Chicago, mainly by lake, while the bituminous kinds are brought mainly by the Chicago, Danville and Vincennes road, and by the Chicago and Alton, and the Pittsburgh and St. Louis lines. Stone, sand, earth, etc., are brought to Chicago in large quantities, by the Illinois and Michigan canal, only; which also contributes largely to grain receipts, those of 1872 from this source being: corn, 7,157,274 bushels; flour, 17,506 barrels; oats, nearly 1,000,000 bushels, besides small quantities of wheat, rye, barley, etc. The great feature of canal carriage, however, is lumber, of which the movement is westward. With the exception of two hundred and odd thousand feet received at Chicago, in 1872, the great remainder carried on the canal was all hence from Chicago, viz.: 37,539,003 feet of lumber; 9,084,125 shingles; 4,391,036 lath; 1,007,550 pounds of staves and headings, besides a quantity of posts, rails, etc.

The Great Trans-Continental Trade of America is an old idea and a new and splendid fact. But it is yet in its infancy. The opening of the Suez canal checked at once the magnificent hope of replanting, in great procession across our remote interior, the perished

grandeur of cities that once joined their jeweled hands in a line across the Orient from Cashmere to Italy. But even this is a question of time, by many believed to be no very long time. Independently, however, of the idea of reversing the track of trade around the globe, the opening of the Pacific system of rail communication, confining its operation rigidly to the known incidental effect of augmenting local production and consequent demand for goods, cannot fail in less than a generation to develop a volume of trade between the Atlantic and Pacific, of which the proportion through has been relatively small compared with that which will center its inter-oceanic currents at places in the interior on the great routes. Of these foci, it will not be questioned that Chicago will be the chief. Here, at least, the great Rocky Mountain basin will have its commercial metropolis; or if Chicago have a rival, it must be in some future emporium to rise far west of the Mississippi; whose development would retard Chicago, however, no more than that of Chicago has retarded New York, a city that has experienced no retardation.

The Trade with the Pacific Coast for 1873.—It has already accepted Chicago as its smelting furnace, and four large silver mills are already in operation here. Already the through trade has reached a point which is small only by comparison with the greatness of the route. The year will probably make the shipments from San Francisco, San Jose, Stockton, Sacramento, and Marysville, California, alone, about fifty-three million pounds of the following articles, viz., borax, butter, coffee, Tahiti cotton, fish, flour, glue, hides, hops, leather, Chili walnuts, quicksilver, foreign silk, sugar and syrup, tea, wine, foreign wool, domestic wool, wheat, and merchandise. The estimate is based on the figures of those articles for the first half of this year (1873) which, from the shipping points named, make a total of 26,554,367 pounds, or about 13,000 short tons, worth over \$5,000,000. It cannot but be instructive to consider what articles are thus brought east, and the proportions of some of them.

The Tea Trade.—The tea trade is known to have rested for two years past, and to be subject for some time yet to come to a glut in all the markets of Europe, of which the history and causes are well understood by the trade, but are too exceptional and curious to find a place here. The possibility of Chicago being made in time the great tea distributor of the world, is by no means a ridiculous vagary. About 12,000,000 pounds came to Chicago in 1872, of which but a relatively small proportion was consumed there.

Other Foreign Merchandise, via San Francisco.—From San Francisco alone came (a part of the above aggregate for the first half of 1873) nearly 3,000,000 pounds of tea, nearly 2,000,000 pounds of coffee, over 800,000 pounds of foreign wool, and the comparatively large amount of 309,724 pounds of foreign silk, beside small quantities of cotton from the Pacific islands, nuts from South America, etc.—all foreign articles. Of domestic products thus shipped east, after wool, wine was the heaviest, which, in pounds, was, from all points, 1,380,900. Next comes Salmon (fish), 1,113,958 pounds. But domestic wool reached the high figure of 12,337,263 pounds—a rate exceeding 25,000,000 pounds a year, besides imported wool. Wheat is among the articles, and flour, in much greater quantity. Of other merchandise there was about a million pounds. Quicksilver, a quarter of a million pounds, of great value, is included; but, of course, gold, silver, and unrefined ores, of which latter the prospect is of a great and indefinite increase regularly consigned to Chicago, where the process of their reduction is to be systematically entered upon on a large scale, are excluded from these figures.

Eighty per cent. of these shipments consisted of tea, coffee, wool, leather, wine, and flour. The increase may appear in the following most gratifying figures, for three years, viz. :

POUNDS OF	1871.	1872.	1873.
Wool	11,194,077	10,398,310	13,700,057
Leather	877,361	678,339	776,321
Wine	1,185,566	1,384,785	1,682,624
Flour		4,937,500	1,543,250
Tea	2,637,582	2,301,730	2,927,434
Coffee	168,040	818,741	1,835,588
Totals.	16,062,624	22,519,405	22,265,274

This exhibit, notwithstanding the great irregularity of yearly quantities, will not be undervalued by the reflective reader. Upon the whole, the figures up to date warrant the estimate of ten million dollars shipment by rail from California for the present year, 1873. The balance of trade, excluding bullion, is, of course, largely against California. Shipments thence from the East, therefore, are vastly greater.

King Cotton Looks This Way.—That the cotton interest of the South is to be again the greatest on the western continent of the agricultural class, is assured by every analysis of the subject which

has appeared in the foreign periodicals devoted to economics. It has been conceded that the price is never to be as low as it was before the war, when its enormous profits invested it with the pre-eminence of a "King." On the other hand, Southern labor, which has become relatively expensive, considered as wages, has undergone no radical change of its economic relations to this question; the effect of freeing the negroes being merely to vest in themselves, distributively, the profits once monopolized by the masters. If the support of emancipated labor is more expensive, so it is of a vastly more efficient kind, making a given amount of it, normally, and perhaps already, in fact, equal to a larger acreage, and a corresponding augment of production. The interesting problem is, where is this cotton to go? The foreign demand will always keep up and regulate the price, while the domestic consumption is to continue indefinitely. Many forget that manufacturing is no longer localized in the extreme Northeast, and that with climatic and other advantages of the South, New England may, some day, rise up from her seats at Fall River and the Merrimac, and sit down again on the Rappahannock, the Savannah, and the Tombigbee, with her factories. Nevertheless, it must be long before the best class of manufacturing for cotton fabrics can be done elsewhere on the continent as cheaply as in the Northeast, including New York.

At the present day, raw cotton for American demand, as well as foreign, goes from all points to New York, whence it is distributed. The ocean passage to that point is long, hazardous and expensive. It is to be expected that overland carriage will early be substituted. Already, a good proportion seeks Norfolk by rail from the South, where the roads cannot possibly carry cheaply with their as yet imperfect appointments, from whence it is reshipped by sail or steam to New York. With all the disadvantages of inferior and slow land carriage, this tendency of cotton is developing with remarkable rapidity, and on the actual figures of the traffic, Southern carriers unanswerably ask why any more cotton should go to sea south of Norfolk?

These reflections and facts prepare us for the question whether river carriage and canal transportation of ship capacity to Chicago could not secure for the latter the now exclusive prerogative of New York as the Great Cotton Exchange? If St. Lawrence navigation should reach the point of perfection which the enlightened plans of the Dominion Government contemplate, the cotton planter might

even see his crops off for Europe at a Chicago wharf as well as at New York, after a great saving even of air line distance, and an immense saving of actual route, by sea, or on the other hand, of rail freight, even with roads from the South of the very best.

Meantime, for boots and shoes, clothing, castings, agricultural implements, engines and all heavy articles, railroad rolling stock, furniture, etc., etc., no reason is perceived why manufacturing in Chicago should not find, by way of all water into the South, and across in through lines of railroad for the most part open already, an inexhaustible market in the cotton regions.

The Chicago and Mobile Railroad. — Philadelphia, and Cincinnati, Indianapolis, and other Ohio and Indiana cities, would be more successful competitors than farther eastern places, while only St. Louis may claim advantages in these respects over Chicago, none of which would withstand the influence of a realization of the idea sustained twenty-five years ago by the ablest statesmen of the country, and actually endorsed by the Congress of the United States in 1850 by the act granting lands to a line of railroad from Mobile to Chicago and Dubuque, under the names of Mobile & Ohio, and Illinois Central — the great idea of marketing the agricultural produce of the South where the two great hydrographic systems of the continent meet; where the then unblemished committees of Senate and House joined with the President in 1814 to recognize, in uniting the waters, a means of greatening the common nation; where the far-seeing French pioneers two centuries ago saw a seat for a western empire, and where even the pre-historic aborigines hallowed the portage as a Sinai, building altars where the sources of the great streams approach, to the god of water, wind and lightning.

COMMERCE OF CHICAGO.

With Special Reference to the General Merchandise Jobbing Trade — The Preëminence of Chicago as a Produce Mart is Well Understood, Already — Growth of the Wholesale Trade — How the War Affected it — An Important New Departure, and a Wholesome One — Present Status of the Trade — Interesting Figures — Marvellous Increase in Traffic since 1868 — Direct Importation — Statistics from the Custom House.

WE have seen in the preceding chapters from what a wretched beginning, and how recently the commerce of Chicago has risen. It has come to be pretty well understood abroad, that Chicago stands at the head of all cities on this planet in the amount of grain, pork, lumber, live stock, and a few minor commodities, which she markets. Her preëminence in these branches of traffic has been admitted, whether cheerfully or otherwise; and on the strength of it she has achieved a broad fame as a great commercial city: great, because the depot of a vast and productive domain.

Kindly Warnings. — At the same time there has been a general disposition to warn Chicago that she cannot always maintain this ascendancy. The very small increase, and occasionally an actual decrease in the year's receipts of a single article of produce — wheat and beef cattle being the only such commodities that we think of — have been pointed to as evidences that new towns farther west, or rival markets offering new facilities of transportation were picking off Chicago's trade, in accordance with an inexorable law of commerce; and that law has usually been furnished to order, varying according to the particular notions of the political economist propounding it. One of these laws is that purely commercial cities (whatever those may be) have never grown beyond a certain maximum figure. Other "laws" cited have reference to the maximum distance which raw produce, live stock, etc, can be profitably carried by rail.

Some Figures in Produce. — While these interesting theories have

been undergoing evolution, however, it has been discovered that the aggregate produce trade of Chicago has been growing steadily from year to year. The more her *succedanea* to the westward develop and build elevators, and the more her "rivals" advertise their cheap water routes, the more obstinately Chicago forges ahead as a produce mart. Thus, her total receipts of grain increased from 22,000,000 in 1857 to 36,000,000 in 1860, 54,000,000 in 1865, 60,000,000 in 1870, 70,500,000 in 1871, and 79,000,000 in 1872. And while beef packing has fallen off, probably permanently, in behalf of Kansas City, the pork packing has increased in six years from 507,355 head to 1,229,208, the gain, from 1870-1 to 1871-2, having been over 300,000 head; and the pack of the season of 1872-3 (1,489,000 head) exceeded that of any other three cities on the Continent. At the same time the receipts of cattle, for consumption and for shipment on the hoof, have largely increased, and the receipts of all classes of live-stock in 1871-2 had increased 972,866 head over the previous twelve months.

Developed Symmetrically.—Thus has it been with the produce trade, which might, nevertheless, unsustained by collateral departments of commerce, fall off in a subsequent year (though how, with railroads as they are, would be difficult to say). Chicago has, however, happily developed other commercial functions, such as befit an adult city, and enable her to cope powerfully with all competitors. We allude to the merchandising trade, in which she now has only three rivals in America.

Faults in Statistics.—Chicago is woefully destitute of statisticians, and consequently of statistics—the default in the latter respect having been increased a hundred fold by the utter destruction, in the great fire, of every public collection, and almost every valuable private collection of historical and statistical statements. There is no municipal bureau of statistics, and no merchants' association, manufacturers' association, or other organization by which might be collected the facts which, in those lines of business, correspond to the daily and yearly reports of the Board of Trade; neither is there, since 1868, any governmental inquisition into the amount of business, for the tax-gatherer's purpose. As to the decennial census, nobody has a greater contempt for it than the intelligent gentleman who superintended its taking—hampered as he was by lack of funds and the defective system of research marked out for him by Congress.

What the State and the organizations of trade have failed to furnish, the enterprise of local journalism has to some extent accomplished, and for the moderately thorough but keenly apprehensive research characteristic of Chicago newspaper statistics, Mr. Elias Colbert of "The Tribune," has acquired far more recognition than any other person; insomuch that his figures are but seldom appealed from. His figures, more than any other (except those developed by our own research, and those with regard to Chicago's great raw staples, on which we have exact reports from the Board of Trade), are used in this volume. Some citations will show in what manner the trade of Chicago has developed itself.

Rapid Growth.—For 1852, the total of trade both ways in Chicago, *i. e.*, produce trade and merchandising, was estimated at \$20,000,000. In 1860, it had swelled to \$97,067,617. In 1868, thanks to the stimulus of the war, and the expansion of values, the aggregate reached \$397,552,000, and in the following year rose considerably above \$400,000,000, a sum which evidently did not include the traffic in articles manufactured in Chicago, nor yet the retail sales made in the city. For 1870, the estimated aggregate was \$402,000,000, and for the year ending Oct. 1st, 1872, it was calculated that the total of the wholesale trade of the city was not less than \$450,000,000.

Chicago Enterprise and What it Accomplished.—It has been hinted in an earlier chapter, that the astonishing prosperity of Chicago during the first two decades of her career, was not the consequence of any remarkable foresight, or any remarkable nerve on the part of the business men of the place; and so far as the growth of the produce trade, during the period from 1860 to 1868 is concerned, it was undoubtedly the result of causes largely independent of the energy and courage of Chicago merchants; especially the extension of a railroad system, owned mainly by foreign capitalists, and the great war demand for nearly all the products of the Northwest.

There was, however, a notable improvement in the merchandise traffic of Chicago, during the progress of the war, which may be directly attributed to the wise and courageous course pursued by Chicago merchants. Previous to 1862 or '3, no Chicago mercantile firm had attained to such a position as is now held by our fifth rate jobbing houses; and they all had a habit of selling their goods in a rather reckless way; giving credits, long or short, to almost any who asked.

The rapid enhancement of prices which followed the opening of the war, and the issue of greenbacks in 1862, furnished the cue to a new and better system.

First, it multiplied greatly the profits of the Chicago merchants, as it did those of all others. Second, it enabled them to undersell the New York jobbers, the more especially as freights arose along with everything else. Trade poured in upon the Chicago jobbers therefore in unprecedented volume, and they had not only the courage to buy heavily, and thus sow their means for a two-fold harvest; but also the wit to perceive that the "flush" times of that period afforded the golden opportunity, which some of them had long desired, to take a new departure, and buy and sell chiefly for cash thereafter. This policy was then inaugurated, and it has been the corner-stone to a splendid prosperity on the part of the merchants adopting it.

Nay, more; we claim that the enterprise and business wisdom shown in that crisis, have been more instrumental than any other cause in placing Chicago trade on such a basis that it stood with equal firmness the vigorous assaults of competition from both Eastern and Western cities; the often unjust, at least unfavorable discrimination of railway rates; and finally, the severest test by sudden and general disaster to which a city's trade was ever subjected.

The war period was the opportunity of the Chicago merchants, and they improved it to the uttermost. They might have been content with reaping the rich harvests which the upward shooting prices of the period afforded them, building fine houses with the proceeds, and going on in the old way, as the merchants of St. Louis did. But they were not thus content. They had studied their business to better purpose; and they advanced, under good leadership, to a higher vantage ground, whence they have ever since commanded the situation. Though there is credit due to many, we shall be excused for singling out one firm as *facile princeps*, both in this movement and in the enjoyment of its consequence; the house then known as Farwell, Field & Co., which contained the (now) senior partners of the two greatest dry goods houses outside of New York, having taken the lead in the heavy-stock-and-cash-system movement. The house of J. V. Farwell & Co., whose head was the head of the firm above named, has no peer outside of Chicago and New York, and but four or five *in* New York. The house of Field, Leiter & Co., whose head, Mr. Marshall Field, was also "at the front," commercially speak-

ing, ranks still higher, its sales for the past year having been about \$20,000,000, and its profits not less than \$1,000,000. The last named firm is unlike almost every other jobbing concern in the country in employing absolutely no commercial travelers,—a rule which several other large Chicago wholesaling firms have endeavored to put in force, and some of them with success until the fire obliged them to return to the “drumming” system to combat the stories circulated by rivals that they had “gone up” in the fire.

Unexampled Growth of Mercantile Business.—Up to the beginning of the war, there was not a mercantile house in Chicago which had done more than \$600,000 trade per year. These figures were reached in 1856 by Cooley, Farwell & Co., successors of Cooley, Wadsworth & Co., the pioneer large jobbing house of the city. As early as 1866, however, we find by reference to revenue returns published at the time, there were already twenty-two houses, exclusive of produce dealers and packers, whose sales exceeded a million each. In 1867, the aggregates of the large houses were but very little increased, the list of houses whose sales exceeded a million having swelled only to twenty-eight. There were many new houses established, however. We find that the total grocery jobbing trade of 1867 was about \$32,000,000, and the total dry goods jobbing trade \$35,000,000; total hardware trade, \$7,200,000, etc. The next few years saw trade conducted in the face of such a terrible shrinkage of prices that not only was the volume of goods handled less than it would have been on a rising or stationary market, but the volume of each subsequent year was belittled by the story which the aggregate in dollars told. In spite of which facts, however, and in spite of “destruction” by fire, Chicago was able to show for the year ending Oct. 1, 1872, a gain of fifty per cent. in the money value of goods exchanged at wholesale in her marts over the calendar year 1867. That is to say, the sales of the last named year, including produce, footed up at over \$450,000,000, whereas the sales of the former year were returned at a trifle over \$300,000,000.

Still Growing Apace.—For the purpose of further exemplifying the steady and continued growth of the Chicago jobbing trade, we give below a table of the total amount of sales in the principal lines of merchandise for the calendar year 1870, and the year ending October 1, 1872, which can be compared with the figures given above, for 1867. These totals were as follows:

	1870.		1872.
Groceries	53,000,000	-----	59,000,000
Dry Goods	35,000,000	-----	40,000,000
Hardware	8,200,000	-----	9,500,000
Crockery	2,800,000	-----	3,100,000
Boots and Shoes	7,500,000	-----	10,500,000
Clothing, etc.	6,000,000	-----	5,000,000
Drugs and Chemicals	4,000,000	-----	5,000,000

The figures under the head "hardware" included metals in 1870, but did not in 1871. The item "clothing" is made, for what reason we know not, to include hats and caps, which alone amounts to about \$4,000,000 per year, while the clothing trade of two houses alone exceeds that sum.

Chicago Jobbing Trade for 1873.—The year ending October 1, 1873, has been an exceptionally dull one in all American cities. The trade of last fall was seriously interfered with by the horse disease, at the latter end of October, delaying the shipment of goods to the country, and causing dull times there throughout the winter. There was also a very general disposition among the farmers to economize, insomuch that the consumption of merchandise by the country was much less than might have been expected. Nevertheless, all lines of trade have held their own in Chicago, and some of them, as the dry goods, boots and shoes, and clothing trades, have gained decidedly. From researches made only a few days before the going to press of this volume, we place the total of the dry goods trade of Chicago for the year referred to at \$48,000,000; the grocery trade at \$60,000,000; boots and shoes at \$12,000,000; clothing at \$6,000,000; hats, caps, and furs, at \$4,000,000; millinery at \$4,000,000; and the aggregate at not far from \$160,000,000. It should be understood that a greater proportion of the clothing and of the boots and shoes sold at wholesale in Chicago are manufactured here also, and that the development of these trades has been exceptionally rapid within the past three years.

Produce Trade for the Current Year.—The produce trade of Chicago also keeps growing apace. The receipts of the following commodities for the nine months ending September 27, 1873, and the nine months ending September 28, 1872, compare thus:

	1872.		1873.
Flour, bbls.	987,222	-----	1,498,628
Wheat, bushels	7,050,439	-----	14,564,284
Corn, bushels	38,673,808	-----	31,862,693
Oats, bushels	9,831,979	-----	12,788,708
Rye, bushels	621,607	-----	845,046
Barley, bushels	2,024,500	-----	2,162,973
Seeds, lbs.	29,907,878	-----	35,672,415
Broom Corn, lbs.	4,531,953	-----	5,750,332

Reducing flour to wheat gives us total receipts of over 23,000,000

bushels for the first nine months of 1873, which is 3,000,000 bushels more than were received during the whole of 1872. But the crop of 1873 is yet to come in — the great bulk of it. *How* it is to come in, as compared with last year, is shown by the following table of the receipts of wheat for four weeks of September in each year:

	1873.	1872.
Week ending Sept. 6	1,600,410	335,690
“ “ “ 13	1,512,080	347,708
“ “ “ 20	1,348,765	524,967
“ “ “ 27	1,151,010	607,205
Total four corresponding weeks	5,612,265	1,815,570

It was undoubtedly the knowledge of this state of our produce trade that alone averted such a commercial panic throughout the country during the latter part of September, 1873, as would only have been equalled in disastrous effects by the general wreck of 1857.

A Test of Aggregate Business Done.—The best test, perhaps, of the aggregate of a city's business during a given period is afforded by the total business of her banks. The forward progress of Chicago in this respect up to the latest moment is therefore afforded by the following comparative tables of the weekly bank clearings here during the summer season of 1872 and 1873:

WEEK ENDING	1873.	1872.
May 5	\$25,384,828	\$20,720,413
May 12	23,116,328	20,701,101
May 17	22,826,615	19,535,691
May 24	20,153,684	16,868,573
June 1	17,272,487	15,196,828
June 7	29,287,239	27,033,579
June 14	22,619,852	20,904,315
June 21	23,012,903	21,788,139
June 28	21,771,905	18,478,156
July 5	24,089,276	23,837,848
July 12	24,007,628	21,036,197
July 19	21,441,590	19,406,121
July 27	21,158,176	18,575,940
Aug. 2	21,686,542	20,607,676
Aug. 9	23,394,658	22,807,043
Aug. 16	22,185,499	21,378,081
Aug. 23	24,173,630	24,072,930
Aug. 30	26,698,578	19,876,689
Sept. 7	31,750,157	24,592,407
Sept. 13	29,482,664	21,116,988
Sept. 20	29,844,150	21,259,564
Totals	\$505,358,386	\$439,794,329
Increase in five months		65,564,057

Chicago as an Importing City.—Although not less than \$120,000,000 worth of imported goods are annually sold in Chicago, a comparatively small proportion of them have been imported directly by the Chicago merchants. This is because, up to the time when the general government adopted the bonded railway system, the

facilities for original entry at Chicago were but poor—the only direct line of water transportation from Europe through the St. Lawrence and the Great Lakes, having been established about the same time as the bonded railway plan, viz., in the spring of 1871. A considerable proportion of the foreign goods imported by Chicago merchants still come through the New York Custom House; but that Chicago has already commenced vigorously the practice of importing directly her foreign merchandise, is apparent from the figures which follow, showing the direct importations for the year 1872, and for the eight months ending Sept. 1, 1873. They are obtained from the books of the Chicago Custom House, for access to which we are indebted to the Hon. Norman B. Judd, Collector, and Major Wallis, Auditor:

	1872	VALUE AT PLACE OF EXPORTATION.
Ale, Beer and Porter	\$	39,785
China and Earthenware		26,010
Glassware and plates		127,143
Dress Goods, cloths and silk fabrics		1,279,740
Iron, pig		709,658
Iron, R. R. bar		256,634
Carpets		91,063
Cigars		50,724
Cutlery		27,854
Fancy goods		53,927
Salt		83,401
Spirits in casks and bottled		25,125
Wine		19,776
All other articles		1,704,469
Total		\$4,495,909
Add goods brought to Chicago in bond and duty paid here		1,485,825
Aggregate		\$5,981,734
EIGHT MONTHS OF 1873.		
Ale, beer and porter		49,137
Cotton fabrics		373,503
Glassware and plates		114,941
Dress goods, cloths, silks		463,496
Carpets		38,257
Fancy Goods		35,433
Cutlery		13,389
Salt		85,828
Spirits		26,882
Wine		15,314
Cigars		64,190
Pig iron		176,725
All other articles		873,597
Total		\$2,330,102
Add goods brought to Chicago in bond and duties paid here		264,945
Aggregate		\$2,595,047

Figures much larger than these have been published by the local press; but they are erroneous.

Notes on the Above Table.—Inasmuch as all of our large importing houses keep a broker at New York, as well as a resident buyer, to take advantage of any accidental deflection in prices at that great mart, the principal part of all importing by Chicago merchants is

still done through the New York custom house. A remark is due in explanation of the falling off in the figures of 1873 from those of 1872, in rather larger proportion than would follow from the shortness of the period considered in the latter year. It should be borne in mind that several important staples, including tea and coffee, have been made free of duty since the beginning of 1872, and no note is therefore made by the revenue authorities of the importations of these articles by merchants at inland ports. The falling off in direct importations of dress goods, cloths, and silk, is due to the fact of a glut in the New York market, through which Chicago merchants were able to buy those goods cheaper than they could import them.

MANUFACTURES OF CHICAGO.

Eleven-Fold Increase in Thirteen Years — This Growth a Surprise to Chicago Herself — Statistics New, Full, and Exceedingly Satisfactory to Chicago Pride — Why Chicago should be a Great Manufacturing City — Or, Rather, Why She Is Such Already — Over 70,000 Persons in Chicago Employed in Manufactures — A Moderate Sized Pittsburgh which has Grown in Two Years — A Small Birmingham or Manchester Forming on the Calumet.

CHICAGO has often surprised the world, and now she has been quietly preparing a surprise for herself, in the enormous increase of her manufactures, and the development to which they have now attained. We have seen in the preceding chapter how the care of her progress had been guarded against retrogression by the energy and courage of her wholesale merchants during the war crisis. We shall now see what a tremendous forward impetus has been given to it by the apparently spontaneous development of manufactures — a development which is represented by a net gain of 1230 per cent. within the last thirteen years, and 137 *per cent. within the last three years!*

What Chicago Manufactures. — Chicago is, for many commodities, the best market in the United States; a fact leading — in case of tolerably good facilities for manufactures — to the selection of Chicago for the production of those commodities. In this latter respect, circumstances favor Chicago in an equally remarkable degree. Her flat, low surface, and ample water courses; her unequalled abundance of railroad transportation; her nearness and the multiplicity of her routes, both by land and water, to the iron regions of the lakes; her proximity to the coal beds of Indiana and Illinois; her boundless supply of pure water; and, above all, the facilities for cheap living for operatives afforded by her neighborhood to the herds and granaries of the West, and her cheap homesteads. All these, and many other advantages which we have not space to enumerate, combine to

make Chicago a favorite site for nearly every branch of manufacture.

Thus situated, Chicago has seen her manufactures develop spontaneously, without any of those loud, long, and frequent newspaper and platform appeals which the subject usually elicits and keeps eliciting in other cities. One day Chicago found that the farmers of the West had come to depend on her very largely for their reapers and mowers; another day she woke up and discovered that those farmers had got into the same way of thinking (and doing) with respect to wagons, and that one of her citizens who had been giving his attention to supplying a portion of this demand, realized from it a net income of over \$300,000 a year. By and by she found that her manufacturers of flour, leather, clothing, furniture, watches, railroad iron and supplies, etc., had developed to huge proportions. And yet everybody called Chicago an exclusively *commercial* city. We shall show, however, not only that Chicago is growing much more rapidly in manufactures than either herself or the Northwest grows in population or in commerce, but that she has already attained such a position in manufactures that these interests sustain a greater number of her people than *all other industries combined*.

Chicago Manufactures Three and Thirteen Years Ago.—In 1860, according to the tables of the United States census, there were four hundred and sixty-nine manufacturing establishments in Chicago, employing five thousand five hundred and ninety-three hands, and turning out \$13,555,671 worth of manufactured goods per annum. In 1870, according to the same authority, the number of establishments had grown to one thousand one hundred and forty-nine, the number of hands employed to twenty thousand one hundred and fifty-six, and the aggregate annual product to \$62,736,228; but these figures of a loose census were soon swelled, by local research, to \$76,848,120,—a sum verified at the time by details which we need not reproduce. In the single item of the packing business, he has found a total product of \$13,000,000 in lieu of the \$6,500,000 returned by the government canvasser; and the number of hands employed in this labor was twenty-five hundred. We shall refer to these particulars again directly. Before proceeding to an examination of the present status of Chicago manufactures, we will place on record the Chicago *Tribune's* figures for the year 1870, which were based upon the census returns of the previous June, revised accord-

ing to later date and more searching investigation, or more liberal estimates.

CHICAGO MANUFACTURERS, 1870.

Agricultural Implements.....	\$2,003,000	Malt	\$347,320
Baking Powder.....	151,500	Nails	245,740
Boots and Shoes.....	1,500,000	Oils	3,541,733
Brooms, etc.....	457,856	Paints.....	508,000
Bridges	1,000,000	Planing Mills, etc.....	8,928,959
Breweries (262,035 bbls).....	2,620,350	Picture Frames, etc	60,000
Bricks	750,000	Patent Medicines.....	218,800
Boilers.....	259,500	Provisions (and curers).....	13,500,000
Books, Printing, etc	3,000,000	Paper Collars.....	160,000
Bakeries	1,300,000	Refrigerators	107,500
Cabinet Makers, etc.....	1,277,388	Rolling Mills and Forges	2,229,221
Carriages and Wagons.....	1,368,982	Saws	22,850
Carpets	1,300	Scales	75,000
Car-wheels and Fixtures.....	529,573	Shot	210,000
Cotton	82,000	Saddles, etc., and Trunks.....	388,485
Clothing	1,000,000	Soap and Candles.....	334,400
Cooperage	450,000	Ship Carpentry.....	216,000
Confectionery.....	900,000	Steam Heaters.....	90,000
Highwines.....	6,068,221	Stone Cutting	1,265,375
Flour and Grist.....	2,839,334	Telegraph Supplies.....	6,000
Foundry and Machine Shops.....	3,657,933	Terra Cotta.....	122,000
Fire, etc., Safes	110,000	Tin and Hardware.....	330,000
Gas	2,200,000	Tobacco and Segars.....	1,750,000
Gloves, etc	6,000	Type Foundries.....	25,000
Honey	7,800	Varnish.....	445,000
Hats, Caps, etc.....	400,000	Vinegar	209,100
Instruments, Musical	350,050	Wire Fabrics	8,700
Lanterns.....	60,000		
Lead Pipe, etc	588,400	Total.....	\$73,310,213
Leather, Tanning, etc.....	2,229,515	Add for Miscellaneous	3,537,907
Lightning Rods.....	8,000		
Lime.....	288,332	Grand Total	\$76,848,120
Lumber.....	800,000		

N. B. We have omitted, in copying this list, the item of \$12,000,000 for "Building," which, though a species of manufacturing, would be, like blacksmithing, tailoring, and cooking, rather too strictly local and domestic to come properly within a candid calculation of this matter.

The Showing for 1872.—There are no returns of any sort from which the extent of the manufactures of Chicago for any period since 1870 can be ascertained, except by personal investigation, and this very few persons have undertaken, in view of the great difficulties of the work and the comparatively slight rewards to be gained by it. Such an investigation has just been made, however, and that a very thorough one, involving months of labor, and the result is a more careful and accurate statement, so far as it goes, than anything heretofore published on this subject. The statistician is Mr. S. S. Schoff, who has collected these figures for use in a book, "The Industrial Interests of Chicago," advance sheets of which we have been permitted to see and to use such as may be available for the present work. Mr. Schoff includes in his tables only 660 manufacturing establishments, which leads us to mention, that his schedule not only omits several branches of bu-

sinness, such as the packing of pork and beef, but fails to include a vast number of small establishments which are devoted to manufacture, more or less exclusively, and which are really worthy of being embraced in the aggregate. For the present, however, let us use implicitly the figures of this statistician. According to them there are in the city of Chicago (no note being made of the establishments located in neighboring and entirely tributary towns) 660 distinctive manufacturing concerns, of which 532 have been established since 1860, and 128 since 1870. The total amount of capital invested in these establishments is \$49,304,500; the number of employees, 48,429; and the aggregate annual product, based on that of 1872, is \$122,481,000. The manufactures in iron form the largest branch or class of all these, showing a total of over \$32,000,000; it being the fact, that Chicago and its vicinity produce more than one-third of all the steel rails rolled in the United States. It is also worthy of note, and rather astounding withal, that more than three-fourths of the iron manufactures have been gained since 1870, at which time the total annual product footed up at \$6,862,467. And there are at least half a dozen extensive iron and steel works now going up in and about Chicago, whose aggregate product before the end of 1874 will not be less than \$10,000,000.

Without further preliminaries, the reader is given, in a nutshell, the meat of Mr. Schoff's report:

MANUFACTURES IN IRON.

		CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Rolling Mills and Furnaces.....	3	\$6,800,000	3,600	\$235,000	16,000,000
Foundries.....	18	1,792,000	1,786	111,352	3,710,500
Boiler Works.....	7	243,000	373	26,390	995,000
Car Wheel Works.....	2	200,000	165	9,000	700,000
Stove Works.....	2	450,000	230	14,750	400,000
Bolt and Screw Works.....	3	32,000	45	2,132	117,000
File Works.....	3	107,000	46	1,891	54,000
Mill Machinery.....	2	115,000	120	7,862	350,000
Safe Manufactory.....	3	155,000	135	7,175	325,000
Cutlery Manufactory.....	2	103,000	128	5,255	180,000
Galvanized Iron Works.....	18	513,000	658	40,662	1,653,000
Steam Fitting Works.....	2	28,000	50	4,037	215,000
Steam Heating Apparatus Works.....	2	1,020,000	700	56,685	2,200,000
Machinery Manufactories.....	4	125,000	120	8,925	350,000
Tinware Manufactories.....	5	242,090	73	12,195	640,000
Miscellaneous Iron Works.....	14	381,000	246	15,350	836,000
Iron Bedstead Manufactory.....	1	20,000	20	1,170	25,000
Range and Furnace Works.....	3	70,000	46	4,293	117,500
Iron Works.....	8	322,000	373	20,648	1,043,000
Steam Engine Works.....	5	140,000	122	8,606	360,000
Printing Press Works.....	1	100,000	100	2,125	155,000
Saw Works.....	3	105,000	27	1,318	160,000
Wire Manufactures.....	11	126,000	135	9,210	226,500
Scale Manufactures.....	1	50,000	30	1,500	150,000
Thimble Skein Factory.....	1	80,000	150	5,000	500,000
Chair Manufactories.....	2	48,000	55	4,700	150,000
Horse Nail Manufactory.....	1	75,000	75	5,100	300,000

SUMMARY.

Manufactures in Iron of every kind.....	127
Established Previous to 1860.....	26
Total Capital Invested.....	\$13,545,300
Total Number of Employees.....	9,623
Total Wages paid per year.....	\$7,294,680
Total Value of Production for the year.....	\$32,103,000

MANUFACTURES IN WOOD.

		CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Cigar Box Manf'r.....	2	\$ 15,000	22	\$ 818	\$ 50,000
Planing Mills — Sash, Doors.....	47	2,384,000	3,918	182,071	8,678,000
Furniture Manf'r.....	57	1,920,500	2,479	122,343	4,577,000
Picture Frame Manf'r.....	8	540,000	653	27,568	1,180,000
Refrigerator Manf'r.....	2	150,000	111	8,925	120,000
Packing Box Manf'r.....	4	85,000	145	6,737	320,000
Bracket and Mould. Manf'r.....	3	12,500	18	1,253	35,000
Coffin Manf'r.....	1	60,000	50	3,000	100,000
Hoop Pole Manf'r.....	1	40,000	20	400	60,000
Ladder and Wooden Ware.....	1	60,000	60	4,000	175,000
Rope Moulding and Looking Glass.....	2	204,000	182	6,906	318,000
Shingle Manf'r.....	1	20,000	20	900	50,000
Cistern and Tank Manf'r.....	2	6,500	14	-----	29,000
Chair Manf'r.....	4	183,000	437	16,785	235,000
Stair Builders.....	4	82,900	152	9,857	393,000
Piano Manf'r.....	1	5,000	5	531	10,000
Organ Manf'r.....	1	10,000	15	1,060	39,000
Pump Manf'r.....	1	75,000	30	1,500	100,000

SUMMARY.

Number of Establishments.....	143
Number prior to 1860.....	26
Total capital invested.....	\$7,079,400
Number of employees.....	9,970
Wages paid per year.....	\$5,672,196
Annual product.....	\$18,607,000

MANUFACTURES IN IRON AND WOOD.

		CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Wagon and Carriage Manf'r.....	37	\$1,242,500	1,173	\$ 67,126	\$2,534,500
Spring Bed Manf'r.....	5	50,000	53	2,000	145,000
Hoisting Apparatus Works.....	3	110,000	260	14,000	570,000
Fire Apparatus Works.....	2	400,000	283	14,300	635,000
Agricultural Implements.....	7	1,500,000	1,272	77,468	6,285,000
Car and Bridge Works.....	4	1,950,000	1,775	104,800	7,250,000

SUMMARY.

Number of Establishments.....	58
Number prior to 1860.....	26
Number of employees.....	4,816
Capital invested.....	\$6,112,500
Wages paid per year.....	\$3,386,436
Annual product.....	\$17,419,500

METALS AND TERRA COTTA.

		CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Lead Works.....	2	125,000	28	\$ 1,806	350,000
Plaster and Terra Cotta Works.....	4	100,000	104	4,100	226,000
Silver Smelting Works.....	2	900,000	350	22,000	5,000,000
Type Foundries.....	4	350,000	180	12,600	665,000
Brass Foundries.....	12	573,000	554	28,000	1,232,000

SUMMARY.

Number of Establishments.....	24
Number prior to 1860.....	5
Number of Employees.....	1,216
Aggregate wages per month.....	\$127,492
Capital invested.....	\$2,078,000
Wages paid per year.....	\$1,145,800
Annual product.....	\$7,250,000

BRICK, STONE, ETC.

		CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Roofing Manufacturers.....	3	130,000	66	\$4,350	390,000
Artificial Stone Manufacturers.....	3	354,000	122	7,137	275,000
Roofing Slate.....	1	500,000	200	12,750	500,000
Brick Manufacturers.....	16	547,000	1,472	77,280	1,552,000
Stone Cutters.....	26	1,802,200	2,416	188,161	4,201,000
Marble Manufacturers.....	10	178,000	321	13,720	632,000
Asphalt Pavement Manufacturers.....	1	3,000	20	650	20,000

SUMMARY.

Number of Establishments.....	57
Number prior to 1860.....	6
Number of Employees.....	5,617
Capital invested.....	\$3,414,200
Wages paid per year.....	\$3,669,444
Annual product.....	\$1,570,000

MANUFACTURES IN LEATHER.

	CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Boots and Shoes.....17	\$1,895,000	1,304	\$59,730	\$2,665,000
Whip Manufacturers.....1	202,000	15	—	10,000
Truss Manufacturers.....1	3,000	3	425	15,000
Trunk Manufacturers.....10	181,000	214	11,356	516,000
Blank Book Manufacturers.....4	160,000	300	13,412	880,000
Leather Belt Manufacturers.....1	100,000	40	2,000	175,000

SUMMARY.

Number of Establishments.....	34
Number prior to 1860.....	13
Number of Employees.....	1,867
Capital invested.....	\$2,341,000
Wages paid per year.....	\$1,160,808
Annual product.....	\$3,001,000

BEER AND LIQUOR.

	CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION
Brewers.....10	\$2,762,000	303	\$20,800	2,845,000
Distillers.....7	985,000	142	23,665	5,335,600
Malsters.....6	460,000	67	4,290	950,000

SUMMARY.

Number of Establishments.....	22
Number of Establishments prior to 1860.....	5
Number of Employees.....	512
Capital invested.....	\$4,207,000
Wages paid per year.....	\$508,930
Annual product.....	\$9,140,000

CHEMICALS, CONDIMENTS, ETC.

	CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
White Lead and Oil Works.....4	\$750,000	425	\$22,610	\$2,124,000
Medicine Manufacturers.....3	610,000	63	1,600	270,000
Varnish do.....2	175,000	20	2,200	300,000
Vinegar do.....5	26,000	17	1,036	54,000
Mustard do.....2	11,000	8	1,655	20,000
Baking Powder Manufacturers.....6	260,000	180	7,628	1,028,000
Pickle Manufacturers.....2	175,000	410	6,800	400,000
Soda and Oil Manufacturers.....7	244,000	215	11,693	1,820,000
Oil Works.....3	103,000	35	2,400	874,000
Candy Works.....7	266,000	395	11,630	440,000
Soap Works.....7	156,000	77	4,000	615,000

SUMMARY.

Number of Establishments.....	61
Number of Establishments prior to 1860.....	14
Number of Employees.....	2,123
Capital invested.....	\$2,984,500
Wages paid per year.....	\$385,264
Annual Products.....	\$9,122,500

MISCELLANEOUS.

	CAPITAL.	EM- PLOYEES.	MONTHLY WAGES.	AN'L PRO- DUCTION.
Bed and Bedding Manf'r.....4	\$ 14,600	34	\$ 2,340	\$ 73,000
Tobacco and Cigars.....14	346,500	447	17,133	2,314,500
Hat Manf'r.....11	247,000	217	12,975	860,000
Ladies' Hat and Frame Manf'r.....3	45,000	300	9,100	300,000
Writing Inks Manf'r.....2	20,000	13	850	70,000
Printing Inks Manf'r.....1	50,000	30	2,600	80,000
Paper Manf'r.....2	650,000	190	4,533	775,000
Match Manf'r.....1	30,000	75	1,192	198,000
Paper Balloon Manf'r.....1	5,000	2	160	25,000
Waste Cleaning Works.....1	5,000	5	250	25,000
Mop Head and Handle Manf'r.....1	8,000	6	300	50,000
Oil Cup Manf'r.....1	3,000	5	275	20,000
Open Sign Manf'r.....1	1,000	6	433	5,000
Maccaroni Manf'r.....1	8,500	15	600	16,500
Umbrella Manf'r.....1	20,000	30	1,520	30,000
Wringing Machine Roller Manf'r.....1	5,000	10	500	10,000
Ivory Turning Works.....1	5,000	4	250	6,000
Orchestrion Manf'r.....1	1,000	3	160	5,000
Jewelry Case Manf'r.....1	1,000	3	275	5,000
Button Manf'r.....1	5,000	15	866	50,000
Clothing Manf'r.....12	1,700,000	9,306	150,916	7,160,000
Neck Wear Manf'r.....1	25,000	60	2,000	250,000
Carpet Weaver.....1	1,000	3	150	5,000
Cooper Shops.....5	185,000	192	11,700	345,000
Paper Box Manf'r.....5	34,500	167	5,742	180,000
Brush Manf'r.....2	80,000	57	3,700	275,000
Hay Press Works.....1	20,000	10	500	50,000
Sails and Awning Manf'r.....8	64,000	124	8,060	337,000
Willow Ware Manf'r.....4	20,000	23	1,160	42,000
Ornamental Glass Manf'r.....4	55,000	101	7,410	260,000
Billiard Table Manf'r.....4	373,000	215	13,433	825,000
Flour and Feed Mills.....7	495,000	165	9,583	1,225,000
Coffee and Spice Mills.....2	120,000	47	5,500	370,500
Cotton Batting Manf'r.....4	48,000	43	1,842	187,000
Cork and Bung Manf'r.....2	60,000	43	2,170	70,000
Bakeries.....8	371,000	290	19,050	1,238,000
Lime Works.....7	298,000	372	19,732	488,000
Show Case Manf'r.....6	31,000	42	2,903	118,000
Lace Manf'r.....1	8,000	10	150	20,000

SUMMARY.

Number of Establishments.....	134
Number of Establishments prior to 1860.....	28
Number of Employees.....	12,680
Capital invested.....	\$5,459,100
Wages paid per year.....	\$3,977,220
Annual product.....	\$18,268,000

GENERAL SUMMARY.

The following table presents a summary view of the number of establishments in each of the classes into which we have divided the manufactories of Chicago, together with the development since 1860, and the present production per year:

	NUMBER ESTABL'D 1873.	NUMBER UP TO 1860.	PRESENT ANNUAL PRODUCT.
Iron Works.....	127	26	\$32,103,000
Wood Works.....	143	26	18,607,000
Iron and Wood (additional to foregoing).....	58	26	17,419,500
Silver Smelting, and Works in Brass, Type Metal, and Terra Cotta.....	24	5	7,250,000
Brick and Stone.....	57	6	7,570,000
Leather (including Boots and Shoes).....	34	13	3,001,000
Malt and Spirituous Liquors.....	22	5	9,140,000
Chemicals, Varnish, etc.....	61	14	9,122,500
Miscellaneous.....	134	28	18,268,000
Total.....	660	149	\$122,481,000

Number concerns established since 1870	182
Total number of Employees.....	48,429
Total Capital invested.....	\$50,017,500
Total Wages per annum.....	\$27,700,828
Total yearly product.....	\$122,481,000

Additional Figures. — A word with reference to the number and extent of the manufacturing establishments of Chicago, as they appear upon this list, and as they have been customarily reckoned in the lists given by one authority or another in past years. In the list by which the aggregate manufactures of this city were made to reach \$76,000,000 odd in 1870, we find several branches of business classified with manufactures which Mr. Schoff leaves out of his account: printing, for instance, of which the total product in 1872 must have been at least twenty per cent. greater than that of 1870, reported at \$3,000,000, that is to say, \$3,600,000; and ship-carpentry, which we estimate at \$225,000 for 1872. The heaviest item to be added to the above lists, however, is the manufacture of cured meats, which has grown so rapidly that we now place its aggregate at \$33,750,000, and the total number of hands employed at 6,250. This estimate is founded upon the relative number of hogs and cattle packed in 1869-70, and in 1872-3. During the former season, there were 688,140 hogs and 11,963 beef cattle packed, and in the latter season 1,425,079 hogs and 15,675 beef cattle; and as the number of men required in the former season is stated at 2,500, and the total value at \$13,500,000, we feel justified by the "rule of three," even after deducting something for the lower price of the packing product, in placing the force at 5,250 men, and the product at \$33,750,000.

We must also add printing to the tables above given, inasmuch as

that industry is customarily classed among manufactures. We estimate the product of this industry at \$3,600,000 per annum, and the force employed at 1,500.

It will be seen that Mr. Schoff's list includes only 660 establishments, while even so obtuse an agency as the United States census force found 1,149 establishments in 1870. The only inference is, that the former authority made a very rigid classification, discarding or failing to canvass hundreds of small concerns which, though not in all cases worthy of separate mention, should not be omitted from the general account. This fact is evinced by the very large average of hands employed, according to his report — over 73 to each establishment. A recent calculation in "The Times," based on the latest directory of the city, placed the total number of manufactories in Chicago at 4,703 — a number obviously inflated, inasmuch as it included carpenters, retail bakers, blacksmiths, etc., in the list, just as Mr. John S. Wright did in his O-be-joyful volume of date 1868. Supposing half "The Times" list to be legitimate, we have 2,000 snug little manufacturing concerns to add to Mr. Schoff's list; and we will say that these 2,000 shops employ an average of eight hands each, and turn out an average yearly product worth \$10,000 each. That yields an aggregate of 16,000 more artisans and \$20,000,000 more manufactured goods per annum. Adding now these, with the printers, the packers and their respective products to the numbers given in the foregoing tables, and we have a total force of 70,999 persons (it wouldn't do to speak loosely for the sake of round numbers) engaged to-day in manufactures in Chicago, and an aggregate of \$179,831,000 as the yearly product of their handiwork and of the machinery, which is, here more than anywhere else, made auxiliary to manual labor.

Food for a City-Full.— These artisans are well paid. The average yearly wages of all employees included in Mr. Schoff's list — men, women and children — is \$5,507. They are certainly well paid in view of the cheapness of living in Chicago, where provisions are at most not more than half as costly as in Eastern or European cities, and where every head of a family may own a house and lot by the appropriation of two or three years' savings. How many persons will the wages of these 71,000 artisans support? At the rate of living prevalent in Europe (wages being as in Chicago), six persons to each workman would be a very moderate estimate. Inasmuch, however, as our artisans' children go to school, and artisans' wives are as respecta-

ble as anybody, we will allow only three persons to each employee of these shops and factories (this number has been verified by actual canvass in several large factories). Hence we find that a population of 213,000, or upwards of one-half the entire population of the city, is already supported by the manufactures of what most people are still disposed to regard as "an exclusively commercial city."

Location of Manufactures.—On all the business thoroughfares of the city more or less manufacturing is to be found, as a matter of course. The heavier work naturally gathers along the North and South branches of the river, and on the north side of the main stream near its mouth, the south side being taken up by railroad warehouses and yards, by steamboat docks, and by heavy merchandizing warehouses. More iron and wood manufactures are found on Clinton street, and its two neighbors on either side — Canal and Jefferson — than upon all other streets in the city, outside of the manufacturing district described below; though there is a good number of foundries and other manufacturing establishments of large capital to be found in the North Division, within a square or two of the North Branch of the river. The tanneries and distilleries mostly cluster around the North Branch, whose own odor is at present congenial to such neighborhood. The stone-cutting is done chiefly near the South Branch and in the vicinity of Polk and Harrison streets; and, the packing business has its seat north of the Union Stock Yards, whose location is shown upon the map.

The South Branch District.—The district which has become well known under this name lies on the west fork of the South Branch, west of Ashland avenue and south of Twenty-second street. As it has been rapidly improved with special reference to the wants of heavy manufacturing establishments, and has already been occupied by half a dozen of the largest concerns in the West, some account of it is here necessary.

The development of this district has been almost exclusively the enterprise of Mr. Samuel J. Walker. This gentleman, in 1854, purchased one and a half miles of the river front, west of Ashland avenue and south of Twenty-second street, and extending across and beyond the canal, so as to embrace from 1,400 to 1,500 acres, for the purpose of creating a manufacturing center. To this end he has already expended over a quarter of a million dollars. Directly after the fire he commenced dredging out slips and providing dock frontage, and private railway tracks, with a view of attracting man-

ufactures to that locality. Six of these slips are completed, and more are in progress.

Those completed make an aggregate front of 20,000 feet; besides this, there are three miles of river front, all of which is high and dry land, susceptible of being used for dock purposes. In addition to the above ample accommodations, there are 10,400 feet of front on the Illinois and Michigan Canal. All told, the subdivision contains a magnificent dock frontage of 45,000 feet, or over eight lineal miles.

The Chicago & Northwestern; Chicago, Burlington & Quincy; Pacific, Chicago & St. Louis; Alton & St. Louis, and Chicago, Danville & Vincennes railways, center here, and by means of the Union Stock Yards switch cars from every road entering the city can be sent to any part of the track. Along the head of each slip runs a private railway, and from this, switches run between the slips, so that the transfer arrangements are absolutely perfect.

Attracted by such accommodations, the following manufactories have located within this district:

The reaper works of the McCormick brothers, said to be the largest in the world, having a capacity to turn out 20,000 finished reapers per year. The building, which is 350x360 feet and five stories in height, cost \$350,000, and has \$150,000 worth of machinery. The product of these works from March 1, 1873, when they first went into operation, to September 1, 1873, was 11,000 finished machines. The works give employment to 800 men;

The railway supply manufactory of Wells, French & Co., which employs a force of 130 men and occupies ten acres of ground. Its products are railway cars, bridges and similar commodities;

The Columbian Iron Works, which employs 300 men, and turns out a great many varieties of cast, forged and rolled iron goods, making a specialty of the heaviest castings, and of several machines for working iron. This concern has shipped tons of goods to *Pittsburgh* within the past year — which may seem like carrying coals to Newcastle, but which was certainly more profitable to the shipper than that proverbial transaction would have been;

The car building establishment of F. E. Canda & Co., which employs 400 hands and a capital of \$350,000, and turns out 175 box freight cars and 6 passenger cars per month;

The Barnum & Richardson Manufacturing Company's car-wheel factory, which turns out 300 wheels per day;

The furniture factory of Swan, Clark & Co., which employs a capital of \$175,000, and a working force of 175 men;

The Chicago Stove Works, which employs a capital of \$200,000 and a force of 200 men, turning out 20,000 stoves per annum;

The car-wheel foundry of B. F. Russell, turning out 115 wheels per day;

The turn-table factory of E. J. Halsted, which employs 75 men and turns out 100 turn-tables per year;

The Union Rolling Mill Company, which employs 600 men and produces 150 tons of steel and iron rails per day;

The furnaces of the Joliet Iron and Steel Company, which employ 75 men and smelts 60 tons of ore per day for the company's main works at Joliet, near Chicago;

The Chicago Malleable Iron Company, which has but recently commenced the erection of buildings, to cover about six acres of ground, and which will have some 300 men employed by January 1, 1874;

The Chicago Plate and Bar Metal Company, which employs 75 men, and turns out 70 tons of manufactured metal per week;

Some thirty brick-yards, which produce from 5,000,000 to 11,000,000 brick each, per year. (N. B.: Schoff has only sixteen brick-yards on his whole list.)

All the above establishments, with three exceptions, have been built since the fire; a growth which is remarkable, especially since the facilities for reaching the district from the center of the city, and for living in the vicinity of the factories, are as poor as the railroad and shipping facilities of the locality are excellent. This defect will be remedied in a year or two, however, and the most inestimable of city privileges—a certain water supply—is being ensured by the construction, now in process, of the lake tunnel and pumping-works. The tunnel or water-main extends from the west end of the new lake tunnel at the lake-shore, three and five-sixths miles under the city, in a straight line to the site of the proposed new pumping-works, near the southwest corner of Ashland and Blue Island avenues. These new pumping-works will equal, if not excel, in beauty of design, size, and cost, the present water-works of Chicago. The bottom of the inside surface of the tunnel, at its eastern terminus, is seventy-one feet below the ordinary level of the lake, and is to ascend gradually to the west end. There are to be nine working shafts, situated respectively on Chicago avenue, Illinois street, Frank-

lin street, Jackson street, Polk street, Waller street, Rebecca street, Nineteenth street, and at the western terminus. Besides these, there will be nine fire-shafts at different points. The shaft at Chicago avenue will be ten feet in diameter at the bottom of the pump, which is to be five feet below the bottom of the tunnel. The fire-shafts will be three and one-half feet in clear diameter. The clear width of the tunnel is to be over seven feet, the top and bottom arches to be semi-circles. It will be lined with brick measuring eleven inches thick, in three rings or shells, the bricks lying lengthwise, with tooth-joint joints. It will be seen, from the above description in part, that the work will be firm, secure, and as nearly everlasting as the work of man can make it.

The South Chicago Manufacturing District.—At South Chicago, where the Calumet river empties into Lake Michigan, there are extraordinary advantages for manufacturing, which are being appropriated rapidly; a very large woolen mill, three iron mills, a glue and fertilizer factory, and several minor establishments having already got into operation, and a rolling-mill and lumber factory, each of the first class, being under way. Owing to the bulk to which this chapter has already swollen, and the necessity of treating South Chicago somewhat at length, the subject will be deferred to a subsequent chapter.

Where Will it End?—Where will this wonderful development of manufactures in Chicago end? The question is a difficult one to answer—the more so, as the present seems to be only the beginning of a great movement which promises to bring great numbers of the manufacturing concerns of the East and Europe into Chicago, either with branches or with their whole establishments—capital, skilled workmen, reputation, and all. We may as well evade the question—“where will it end?” by copying, to close this chapter, a portion of an editorial in the “Sunday Times” of recent date, prepared by the editor of the present work, in which, for the first time, the vastness of our recent achievements and present standing in respect to manufactures was acknowledged editorially in a great daily journal:

“Among the extensive manufacturing enterprises which have been founded in Chicago within the past two years, are the three rolling-mills for the production of steel and iron rails. These mills have a total capacity of 65,000 tons of steel rails and 60,000 tons of iron rails per annum—that is, 125,000 tons in all, worth in market about \$11,000,000, and capable of ironing 1,050 miles of road. This is more than one-third the whole steel rail capacity in the United States, and up to this capacity the mills were worked last year. The grange troubles of the present sea-

son are damaging the market for railroad iron, but the effect is only temporary, since there are tens of thousands of miles of railroad, reached easier from Chicago than from any other place, which require new rails as soon as funds permit. These rolling-mills employ 4,000 men, which implies a population of 20,000 supported by this industry alone.

"Coming into other branches of iron manufacture (which lies at the base of all manufactures) we find that they have developed amazingly within the last two or three years. To say nothing of the half dozen extensive works which have sprung up since the fire, and which made architectural iron casting a specialty, there is observable a wonderful increase in the general foundry and machinery business. The four foundries which make car wheels a specialty or a branch have a capacity of 400 wheels per day—15,000 8-wheel cars per year. The Union Iron Works and Crane Brothers Manufacturing Company, which embrace almost all varieties of heavy work in iron, have grown up gradually within half a dozen years from petty shops to gigantic establishments, employing 1,500 men and supporting a population of 7,500. There is not an iron works within the knowledge of "The Times" that has not greatly increased—in most cases doubled—its annual product since 1870,

"And they are coming in every day, insomuch that the daily newspapers, ever on the alert for new things, no longer consider a huge factory with half a million dollars capital, and certain to increase our productive population by five or ten thousand, an item worth making more than a paragraph about.

"Our old manufacturers are not content to repose on their laurels, but keep pegging away and winning new ones. The McCormick Brothers, for instance. A year ago the tract of twenty-three acres on the South Branch, now occupied by the works of this concern, had on it nothing except a thrifty crop of corn and cabbages. Now, not only has that ground been covered with a factory costing, with its machinery, half a million dollars, but that factory has already turned out 11,000 completed reapers and mowers, all of which have been marketed. This number is 2,000 greater than had been reached in any whole year previous to the fire. These works support a population of 4,000.

"The Silicon Steel Works, the Chicago Steel Company, the Chicago Malleable Iron Company, and other kindred establishments which are being set up either in this city or on the Calumet at South Chicago, and which will be in operation within three months, are not included in any of these figures given above, nor have we space for details of the three silver-smelting works which have been established in or near Chicago within the past two years, and which turn out \$4,000,000 worth of bullion per annum; nor of the already vast and very rapidly increasing business in the manufacture of furniture, leather, clothing, boots and shoes, brick, etc., in which Chicago already leads every other western city, and flour, in which she gained on St. Louis 415,963 barrels—more than half the annual product of the latter city—during the seven years of which we have statistics at hand.

"These latter items are matters of course, incident to the progress of Chicago in other particulars. The remarkable increase in the heavier articles of traffic is something for which the outside world was less prepared.

"What is the cause of it? Chicago has no mineral deposits under her walls,—one would say she ought to be a purely commercial city, rather than a manufacturing burgh,—a selling and shipping, rather than a smelting, founding, rolling and grinding town.

“ Well, the cause of it simply is that our railroads and steamboats have been multiplied until they have brought practically under our walls the ores which are mined hundreds of miles away. While St. Louis has a slight advantage of Chicago in respect to proximity to certain iron and coal ores, Chicago has a much greater advantage in that she can, unlike the other town, command *all* varieties of coal and iron at prices which make manufacturing amply remunerative. By piercing the coal districts of Indiana, Illinois, and Ohio, with half a dozen new railroads within the past year or two, we have secured an advantage on coal that is telling the story for our manufactures; and the half a dozen additional roads now in progress, some of which will land coal in Chicago for less than \$3 per ton adds another interesting chapter. Then with us, wages are at least 10 per cent. lower than in St. Louis — an item still more important than coal; and most important of all, we have an almost boundless market which is growing even faster than Chicago herself and of which we have taken possession by means of a system of railroads affording the best distributing facilities in the world.

“ These are some of the *causes* of our prosperity in manufacturing. What will be the *effect* of it? Why, not that Chicago will become a manufacturing instead of a commercial city, but that she will simply add manufactures to her commerce in such proportion as to make her development symmetrical and her future sure. Kansas City may pack some of the beef, Milwaukee may brew the beer and handle a good share of the amber wheat, Peoria may help convert the corn into highwines, and other towns may do their share in working up the raw commodities of the great west. Chicago will not worry about that. She has a higher and broader mission — to import, to manufacture, to job at tide-water prices for cash, and to act as the general consolidated metropolis of this big empire.”

SOME CHICAGO INSTITUTIONS.

Two Hundred and Twelve Churches — Forty-nine Secret Mutual Benefit Societies — Eighty-three Open Charitable Organizations — Two and a Quarter Million Dollars in Public School Buildings, etc. — Collegiate Institutions — Public Library, etc.

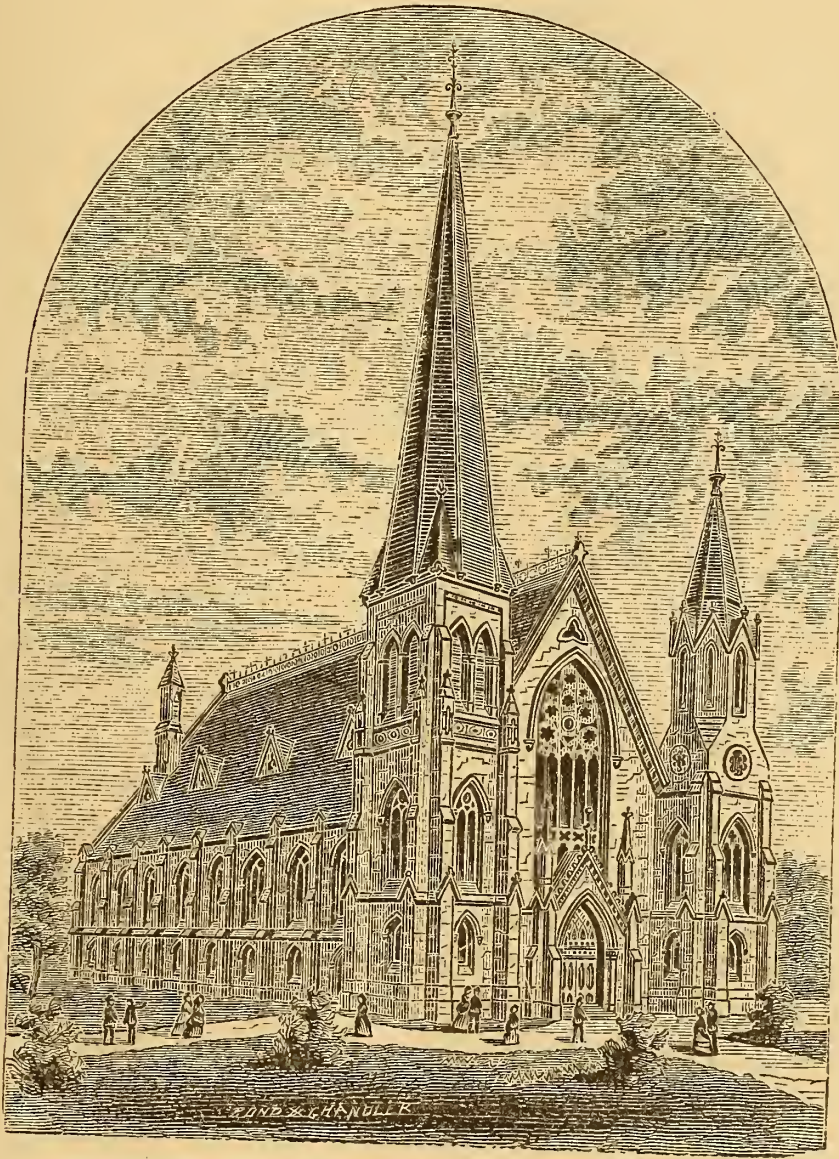
Public works, institutions supported out of the public revenue, except schools, and all establishments for justice, police regulation, etc., incident to government, are elsewhere adverted to; but it remains to give some account of other institutions, especially those of worship, education, and mercy.

Summary Statement.— There are in Chicago 212 organized church congregations and societies, 83 benevolent and other open societies, 49 Masonic and other secret societies, exclusive of industrial unions, etc.; 82 educational establishments, other than public schools; 24 hospitals and asylums; 8 public libraries; 3 city railway corporations; and 14 theaters and opera houses of reputable grade; to all which may be added 84 newspapers.

Church Edifices.— There are in Chicago 238 houses of public worship, including mission churches. While all the well known denominations are represented, together with several Hebrew, the characteristic feature of Chicago religion is the uncommon degree of mutual tolerance and coöperation. In many of the systematic charities, in temperance reform, in conserving the Sabbath, and in several other works of practical religion, even the once impassable distinction between Protestant and Roman Catholic is frankly ignored, while among Protestants, denominational differences are scarcely traceable in organized labors of Christian zeal.

The edifices devoted to religion are conspicuously elegant and ample, the rebuilding of churches since the fire having been as marked in promptitude as that of business houses, in most cases. Among those which now adorn the city, we may name the Union Park and the Ann street Congregational churches, the latter rebuilding

after destruction by a recent fire; St. James', situated on Cass street, corner of Huron street; Grace church, on Wabash avenue, and St. John's, on Ashland avenue, all Episcopal; the First Presbyterian, Indiana avenue and 21st street, and Second Presbyterian, Wabash



UNITY CHURCH.

avenue and 20th street; Unity church (Robert Collyer's), and the new Church of the Messiah (both Unitarian), on the corner of Michigan avenue and 23d street; Grace church on Chicago avenue, and Trinity church, Indiana avenue, near 24th street, both Methodist Episcopal; and the Michigan Avenue Baptist church; are all costly and beautiful structures. Prof. David Swing, a leader in the Chicago pulpit, closed a recently published essay with the remark that "per-

haps the next vast public edifice will be neither an exposition building nor a grand hotel, but a Temple of Worship that will bring five thousand poor children together every Sunday, where they may meet at once loving friends and a loving God!"

Public Schools.—The educational institutions of Chicago are satisfactory and their prospects eminently promising.

The pupillary population of Chicago in September, 1872, when a school census was taken, was 88,219. About 35,000 are at present (September, 1873) in attendance at the public schools. The following are suggestive statistics:

Appropriations for schools in 1873, \$1,113,974.95; cost of school houses rebuilt since the fire, \$202,915.59, with seats for 4,274 pupils. Expenditures for the last year, \$564,568.33; for buildings last year, \$133,607.47. Value of school lots in possession of the Board, \$1,008,255; value of buildings, furniture, etc., \$1,297,475. The city is divided into 34 districts, having 36 schools and 51 buildings. Total number of teachers, 564, of whom only 32 are males.

The system comprises a normal and a high school course, as well as the lower grades. The object of the former, which is well attained, is the training of teachers; while in the high schools, four years instruction in languages, mathematics, and the classics, are accessible to pupils who aspire to it. The Chicago graded system has been so successful as to have become the general model for northwestern schools, and to have been in part adopted by the Ministers of Education in France. In two respects the common schools of Chicago are said to be preëminent over any others in the country, not excepting Boston, viz.: Perfect discipline without tolerating corporeal punishment, and musical culture. Singing, in theory and practice, is taught to every pupil, without distinction, and with such success that on the occasion of the late so-called Musical "Jubilee," the vocal performance of a select body of school children evoked the surprise and applause of thousands of strangers. At the late Vienna Exposition, a medal of Progress was awarded to the public school system of Chicago.

The Bible, though disused in St. Louis and Cincinnati after a prolonged struggle, has survived the *odium theologicum* in the Chicago schools, and is still used, without considerable objection. The reason is notable: care is taken to employ those passages only in which Christians of all descriptions have alike and at all times joined without controversy. With this spirit, the Roman Catholic laity

have so heartily sympathized, that the effort for separate parochial schools is now no longer pressed with ardor by that venerable but jealous Church.

Private Schools.—The private schools had 14,496 pupils in September, 1872, and their number is believed to be about the same now. Altogether, about 50,000 children between the ages of six and twelve are at school in Chicago, leaving about 30,000 non-attendants. Nevertheless, it is understood that the statistics of illiteracy, notwithstanding the very large foreign proportion, are in favor of Chicago over any other western city. Included in the private schools are the denominational schools of the Roman Catholics, Lutherans, and Jews, two or three Kindergartens after the German model, and some places of instruction in technical rudiments.

Theological Schools, etc.—With regard to more advanced education, there are several academies and seminaries of approved credit, including an excellent Roman Catholic Academy, and the Convent of St. Xavier. There are also, besides special theological departments of the Universities, a Presbyterian and a Baptist Theological Seminary, and a Roman Catholic University, though the destruction by the Fire of the buildings of this institution has suspended it.

Collegiate Institutions.—Oxford, Cambridge, and Heidelberg, date back in the gloamin' of the Dark Ages, and even Yale, Harvard, Bowdoin and Dartmouth are hoary with time and venerable with a history older than the great Republic. Chicago would be justly reprehensible were she, after half the time, to fail to have institutions of learning much more excellent; for opportunity is something in which the age is rich. Nevertheless, it will be, with no aspiration to challenge comparison with the best institutions of older States, that we mention, as well worthy the pride of Chicagoans, the seats of learning already established.

The Northwestern University ranks first among Chicago's institutions for the promotion of a higher education. Though founded less than a quarter of a century ago, and enjoying few or no munificent endowments, it has already grown to be a full-fledged University, as American universities go, with a faculty of some forty professors, a property of \$1,268,860, and an annual list of over 600 students. Its history will be treated more in detail under the head "Evanston," in Part V.

The Chicago University is situated within the city, at Cottage Grove, in the midst of a beautiful forest of oak, in view of Lake Michigan.

It originated in 1855 with the late Stephen A. Douglas, who in that year consented to donate ten acres of the beautiful grove upon the lake shore, as a site, and in the year following conveyed the land to Dr. J. C. Burroughs in trust for the future institution. In 1857 the university was incorporated and building begun, and completed the following year. Dr. Burroughs was the first, and has continued the only President of the University. Starting in 1858 with three professors and six pupils (!) in fifteen years, the Faculty has increased to twenty-one, including some of the most eminent instructors of the country; while the attendance reached 281 pupils in 1872—359 having already graduated, and the total attendance having aggregated 3,531 pupils. After Mr. Douglas had determined upon the donation, it is understood that the Presbyterian denomination received the first invitation to second the gift, but some delay having intervened, Mr. Douglas made the offer to the Baptists, who promptly accepted it. But the choice of a religious organization was but a measure of facility in completing the design, and in no sense, a subordination of the institution to sectarian objects. Accordingly the University charter gives to the Baptist denomination the leading representation, but yet leaves its privileges and honors open to all; its Boards of Trustees, and Regents, and its Professorships, being open to representatives from any religious denomination. In the words of the charter, “Otherwise than that the majority of the Trustees and the President of the University shall forever be of the same religious denomination as the majority of this corporation, no religious test or particular religious profession shall ever be held as a requisite for admission to any department of the University, or for election to any professorship or other place of honor or emolument in it; but the same shall be open alike to persons of any religious faith or profession.” To quote the exact words of President Burroughs: “In receiving the property from Mr. Douglas, it was stipulated only that the work should go forward promptly, and that, while a leading representation might be secured to my own church, there should yet be no exclusive denominational control, but a fair place given to all churches, and to men of no church, who might choose to coöperate. It will be seen that the charter of the University is conformed to this agreement, as has also been, I believe, the composition of the Board of Control, and of the Faculties, during the history of the University thus far. It will be bad faith to the dead, as well as the living, and, I believe, a mistake of the best way of adjusting denominational relations to

colleges in this country, if different counsels ever prevail. A narrow sectarianism may find such a policy better suited to its ends; but sectarianism has yet to show that it has ever gained anything, even for the church which it assumes to serve, while it has often sacrificed what is best in the progress and influence of colleges, to its own bigotry and selfishness."

The most notable features of the University is the Dearborn Observatory, provided with the great equatorial refracting telescope, the largest instrument of the kind in the country, of these dimensions: Diameter of declination circle, 30 inches; diameter of hour circle, 22 inches; focal length of object glass, 23 inches; aperture of object glass, $18\frac{1}{2}$ inches.

Medical Colleges.—Besides the medical department of the Northwestern University, which, as the Chicago Medical College, has an elegant building of its own, is the Rush Medical College, a flourishing institution, on an independent basis; and the Hahnemann Medical Institute, devoted to Homœopathy. The former, which is one of the oldest institutions of Chicago, and a most respectable medical school, has not rebuilt since the fire, solely from a resolution to build adjacent to the site yet to be selected for the new County Hospital. Connected with the University, there are law schools of acknowledged usefulness.

The institutions of charity in Chicago are distinguished for their number and their excellence even more than for their magnitude, either of buildings or of endowments.

Relief and Aid Society.—The Chicago Relief and Aid Society has erected at 51 and 53 La Salle street an elegant and commodious building, at a cost of \$50,000, for their offices, and for assembly rooms for all manner of benevolent societies of the city. It has also established four fine medical dispensaries, and endowed the several hospitals in proportions following, viz: Mercy Hospital 40 beds; St. Luke, 28; St. Joseph, 31; Women and Children's, 25; Hahnemann, 15; Alexian Brothers, 18; Eye and Ear, 20. To these institutions may be added (besides the Cook County Public Hospital), the Washingtonian Home for Inebriates, the Erring Women's Refuge, Catholic Asylum for boys, Chicago Reform and Industrial School, Nursery and Half-Orphan Asylum, the Protestant Orphan Asylum, St. Mary and St. Joseph Orphan Asylum, Home of the Friendless, Chicago Foundlings' Home, the St. Paul's Presbyterian Orphan Asylum, the Old Ladies' Home, the Newsboys and Bootblacks' Home, etc. There are also Jewish, Irish, English, German, etc., aid societies.

Academy of Sciences.—The Academy of Sciences is an institution of promise, notwithstanding several signal misfortunes. In 1866 the Metropolitan Block was burned, and with it the property of the Society, including eighteen thousand specimens of natural history, geology, palæontology, archæology, etc. In the same year, the most zealous and active member of the institution, Major Robert Kennicott, died in Alaska, whither he had been sent by the Smithsonian Institution at Washington. At a later day, in the Great Fire, Dr. William Stimpson's unpublished manuscripts, drawings, etc., together with curious and invaluable specimens, all relating to China and Japan, the result of a tour under the official direction of the United States government, on which twenty laborious years of his life had spent their ripening energies, were forever lost to the Academy and the world; every other valuable thing of the institution perishing with them. The Academy was soon called to mourn the greater loss of the man himself, long its efficient and beloved secretary. Finally, after zealous, able, and devoted efforts for restoring a good footing to the society, but with the comforting satisfaction of seeing it once more fairly advancing, the third and most distinguished of the trio of men who had so long coöperated at Chicago for the organization of scientific effort and the exaltation of Western mind, departed this life this year (1873). We allude to Dr. J. W. Foster, president of the Academy. It was established in 1857. With the ruinous and irreparable losses which successively befell its collections and its archives, this noble institution might have been able to bear; but with the loss of Kennicott, Stimpson, and, at length, Foster, its pillars fell. But already it has rebuilt at a cost of \$45,000, and, with a new cabinet and museum, reopened to the public under astonishingly favorable auspices.

The Chicago Historical Society was organized in 1856, under charter. The Rev. William Barry, long its secretary, by his indefatigable zeal, had succeeded in collecting nearly a hundred thousand documentary and other memorials, including fifteen thousand bound books, manuscripts, archæological specimens, etc. The Society had a magnificent building on the corner of Ontario and Dearborn streets, costing \$200,000, with reading room, lecture hall, offices, museum, store-room, etc. The fire destroyed it all. The Society, sensible of the loss, which can, from the nature of things, never be supplied, is not discouraged, but is expected at an early day to open its path of usefulness on a broader plan than ever.

The Chicago Free Public Library is destined to be the pride of the

city. It is scarce a year since it was chartered. Though containing now but a few thousand volumes, and, as yet, without a building appropriate for such a purpose, yet the endowment, which is on the basis of public taxation, and with the object of a reading room and library open day and evening, Sunday included, is secure and ample. The amount already received or appropriated is about \$100,000, and it is understood that the annual contribution is to be half that sum, at least.

BOARD OF TRADE.

The Composition, Objects, Achievements, Episodes, Merits and Faults of that Most Characteristic of Chicago's Institutions.

GARDEN edibles are said to grow so fast, sometimes, that particles of impurity are found by the cook "mechanically enclosed" in their fibres. With some exceptions, which, it is believed, this body of business men faithfully and sternly eliminated as soon as clearly detected, it is surprising, upon the whole, that so little spurious commercial character has been "mechanically enclosed," during the swift growth of the Chicago Board of Trade, amongst those healthy, doughty fibres so well applauded all over the world. Within the year 1873, new and stringent regulations, superinduced by an experience of a few abuses, have been adopted, which, it is believed, will preserve and exalt the tone of Chicago business integrity.

Passing Through Fire. — On the other hand, no better example is recollected in history of the compatibility of interest with generosity — and as soon as these are perfectly harmonized, civilization will be perfect — than is shown by the record of this Board, in a particular juncture, after the Great Fire. It rose to the full height of decision without injustice, invention without innovation, and force without violence.

At the time the disaster came, like a bolt from the sky, the outstanding engagements for the delivery of grain in time future were probably greater in number and amount than ever before on any given day. The day before the fire ended a week of wheat receipts the largest ever known. "Time contracts," therefore, were uncommonly rife. If it be considered that this species of engagement gives one or the other of the parties an arbitrary option, within prescribed limits, of maturing the time of consummation or profit, one need only to consider also the financial state of a city in ruins to imagine

the substantially useless yet inevitable anxiety and embarrassment of dealers. Here was a "Gordian knot" to untie, for which the secret lay with courts, juries, and lawyers. The green-bag of jurisprudence was a remote consolation, whether to A or B in the business, while all the business world seemed upside down. Under these circumstances, the Board of Trade prudently but boldly cut said knot. At its first meeting, a resolution was passed to the effect that a general settlement should be had on the basis of prices current at the outbreaking of the fire. This arrangement did not legally bind, of course. But with a few (now ashamed of having been) exceptions, all promptly acquiesced in a measure so just. The Board refused to enforce its discipline in all cases of harmony with this principle; and of the resorts to court, it is said, every one issued unfavorably to the party who forgot that justice is older than and will outlast law.

Officers. — The following are the principal officers at this time of the Board of Trade of Chicago :

Charles E. Culver, President; Wm. N. Brainard, 1st Vice President; Howard Priestly, 2d Vice President. Directors: Charles J. Davis, John R. Bensley, Wm. N. Sturges, Wm. E. Richardson, D. M. Ford, Joseph F. Armour, Robert Warren, Alexander Murison, Thos. Wight, E. B. Baldwin; Charles Randolph, Secretary; Orson Smith, Treasurer.

Of this important body, let us glance at the history back to that stage at which we have thought fit to break the narrative of Chicago at large into descriptive sections.

Historical Glance. — Until 1856, this body was a mere embryo; for a Board of Trade that can be induced to assemble, after often-tried experience, only by "crackers, ale, etc.," cannot be personified otherwise than as a child *in utero*. One railroad had been partially completed, and was open far enough to prove what railroading could do, when the Board first organized as a legal body corporate in 1850. This road was at once the earliest and the only exclusively local railroad enterprise ever set on foot by Chicago. By the time the Board acquired a self-sufficient footing (1856), Chicago, in early but demonstrable prospect, was the greatest railroad center of the West. Yet, it is a fact that until that prospect had become an actual realization, there was not so much as a serious recognition of the great builder of the city.

For all shown by the records of the Board of Trade previous to the time (1859) when the body accepted the invitation of Missourians

to attend the festivities of the opening of the Hannibal and St. Joseph railroad, one might infer there had never been such a thing connected with Chicago. With some prudent and sensible regulations of detail, such as equalizing charges for handling goods, substituting weight for bulk in reckoning grain in bushels, etc., the minds of members seem to have alternated amongst ill-defined and illusory plans for supplementing St. Lawrence navigation, and for dredging, clearing obstructions, etc., from the Illinois river, for steamboats. For the sake of the harbor there was a good deal of petitioning of Congress, the Legislature and the City Council; of appointing inexpert committees to sound the mud and measure the sand-bars; but the receipts of cattle and hogs had become three times, and those of grain twelve times, as great in 1856 as they had been in 1850, before the Board seems to have suspected the railroads of having been the means of bringing them. While from Boston to Baltimore the feeling was quickening for intimate passenger and commercial connection across the mountains and over vast spaces, and line upon line actually opened, the Board seems to have felt steam navigation to and from St. Louis as a paramount object; sending committees thither from time to time, attending conventions at Peoria, and occupying its sessions at home with prolonged discussions conducted in the main by experienced Fourth of July orators, candidates for office or known visionaries.

In 1853 the commerce (now more than \$500,000,000) was discovered to have reached the intoxicating figure of \$30,000,000, whereupon a bank was boldly projected by the Board, with a capital of \$5,000,000 — nearly half the banking capital of the city at the present day.

The Board in a Crisis.—When the commercial crash of 1857 came, the Board had an opportunity to distinguish itself by the wisdom of its councils; but inspiration seems to have been reserved for the greater occasions of four and of fourteen years later. We have small record and less memory of any noteworthy relief it was able to afford. In a word, the principal use of the Chicago Board of Trade, almost up to the Rebellion, was to develop the present body, and it is enough that its mission was well performed.

Nevertheless, in several important matters, the exertions of the Board were highly creditable and permanently useful, before reaching its full maturity. By protesting against a measure to constrain all transshipments of grain to be made at Buffalo, which had been

proposed in the New York Legislature, by means of enhancing Erie canal tolls against patrons of the Welland canal, around the Falls of Niagara, they succeeded in defeating a selfish and injurious discrimination against their trade. They also kept the harbor improvement question in incessant agitation before Congress, even maintaining a delegation at Washington for some time (Messrs. Orrington Lunt and Thomas Hale), by which appropriations from time to time were facilitated. The classification and denomination of the different kinds of merchantable wheat was a matter requiring judgment, and the distinctions were so well made that it is understood that the grain trade of the world have found them satisfactory. Likewise, a very good system of lumber inspection was adopted, besides other valuable regulations.

But the time was coming for the Board to acquire the footing proper to a Business Legislature. The Witenagemote of Chicago's Heptarchian days was getting to be the omnipotent parliament of her Imperial Era.

An Organization which Meant Business. — The first salaried officer appears to have been a Superintendent, at \$1,500 per year, "who should look after the interests of the Board." This was in 1857; since which date the daily meetings have always been well attended. The initiation fee was \$5.00. On the 5th of April, 1858, the tenth annual meeting, counting from the earliest organization of a Board — which is still the practice — was held. The first token now appears of a settled sense of the true purposes, and an active appreciation of the advantages of such organizations, in by-laws by which it was provided, that only actual residents, and they men actually in business, should be admitted to membership; that on 'Change, contracts for freight, chartering of vessels, buying or selling provisions, grain, flour, or lumber, should be prohibited to all but members of the Board — a regulation not legally operative under their yet imperfect charter. New rules of tariff, and other matters of grain importation were adopted, and the duties of inspectors defined. The rules were printed, and 5,000 copies distributed, the warehousemen pledging themselves to have them carried out. Daily telegraphic reports of the markets of New York, Montreal, Buffalo and Oswego were ordered. These were permanently continued as to New York, but soon abandoned as to the other markets. With the acceptance of a new charter from the Legislature, and the adoption of new regulations befitting the new power of the Board, the year 1858 closed with

good promise of usefulness, and a membership — mostly of zealous men in business, and who in attending “meant business” — of 520 gentlemen.

In 1859, arrangements were made for quarters on South Water street, to which the Board removed the next year, continuing to occupy them till the erection on the corner of Washington and La Salle streets, of the building destroyed by the fire, on the site of the present magnificent structure, elsewhere described.

In April, 1860, the twelfth annual meeting disclosed 625 names. The most notable event of the Board this year was its earnest, prompt, and for the time effectual remonstrance against the abrogation of the Canada Reciprocity Treaty.

In April, 1861, the membership was 725. The report of the Chief Inspector of Grain was elaborate and lucid, reviewing the preceding year, during which there had been shipped 1,603,920 barrels of flour, 15,835,953 bushels of wheat, 24,372,725 bushels of corn, 1,633,237 bushels of oats, 393,813 bushels of rye, 226,534 bushels of barley; a grand total, reducing flour to its equivalent of bushels of wheat, of 50,481,862 bushels of grain. The packing season ending with that year, there had been packed 34,624 cattle, and 271,805 hogs; total, 306,429. The season beginning in that year (1861), 53,763 cattle packed, 505,691 hogs; total, 559,454. So vast were the figures of a trade, which, considered as large, was hardly ten years old. But they are doubled at the present day — hardly more than another ten years.

Another Crisis.— The depression and gloom everywhere experienced during the awful crisis which preceded the explosion of public passion in civil war, were profound in Chicago. If the secession shut Southern markets for New England manufactures, a war could not fail to be as good a patron as the South, with entirely practicable transferences of working capital from one fabric or article to another, the impatient and mighty customer paying the cost of the change in the enhanced price of arms, ordnance, ships, cloths, fixed ammunition, shoes, vehicles, etc., etc. If Boston doubled in solid wealth since 1862, Boston expected it when to the people it cried “Union!” to the scholar it proposed “*delenda est servitudo*,” and to itself whispered “a better market.”

But Chicago and its Board of Trade had access to no such consolations. Her banks based her currency on Southern State stocks; her Southern trade was one of her supports, and among her inspir-

ing hopes, hardly any one was dearer than that of inducing cotton to abandon the ocean route and seek New York by water through the Illinois and Michigan Canal, by which she cherished the dream of supplanting New York as the commission merchant, factor and banker of the South, and its then yet undeposed king, cotton. On the other hand, what was she ready to manufacture to sell to the government? Except a coffin contract, with her lumber and her carpenters, she could hardly feel like bidding for a share of that kind of relief against an Eastern factory. The blockade so necessarily declared by the government was a blockade of the Northwest as much as of the South for the first eighteen months of the war, and in every aspect, the war appeared to the Chicago mind a pure business calamity.

The Board Tests its Patriotism.— Yet, quite in sympathy with the popular interests, the Board of Trade instantly took decided and emphatic ground on the subject. From New Orleans and other lower Mississippi cities, orders came in great amount with the gold for grain, but though intercourse had not yet been rendered illegal, the prevalent sentiment constrained the grain merchants to instantly decline to forward. The Board after discussion refused to administer a test oath, but provided a regulation disallowing admission to membership of persons whose loyalty could be successfully impeached. The patriotic ardor of the time was emulated by the Board. War meetings were nightly held and speeches made. Upon the July call for troops, a communication was received on the 17th on 'Change from the "Union Defense Committee," asking the Board to coöperate with other committees at a meeting to be held at Bryan Hall on the following Saturday. The Board responded heartily and joined in a grand mass meeting in the Court House square. On the next Monday, the day of the first battle of Manassas ("Bull Run"), it was resolved to mount a battery of artillery to be called the "Board of Trade battery," to serve for three years unless sooner discharged, and that the same be tendered to the government. For the money necessary to pay the bounties, it was resolved that the Board appropriate \$10,000, and that the members be "invited" to subscribe to this fund such amounts as their patriotic feelings should suggest, and that a committee of five be appointed to carry out the resolutions, and put the battery on a "war footing." Thus began a series of ardent and earnest measures which never abated until after the war. Regiments were raised, employers reserving the places of

employees who would volunteer, immense sums were raised by voluntary subscription for war purposes, besides appropriations, imposing public honors were paid the fallen, and the excitement frequently carried the Board quite out of its sphere. Nevertheless, perhaps the highest service ever rendered by this body was in devising and adopting a method of relief, in the beginning of the war, from a currency complication of the utmost danger.

The Board Regulates Currency.—The currency of Illinois and much of what was elsewhere issued in the Northwest, being based on embarrassing Southern stocks, the most violent fluctuations immediately deranged finance and indirectly disordered all criteria of price. The mischief was extreme. Lists of banks with their rates of discount were hardly staple for a day through, and, by reason of causes, which will occur on reflection, at such a time, the railroads had one list and the bankers another, a complication which perfected the confusion. It may be imagined from the fact that when gold exchange on New York was at half of one per cent., currency exchange was as high as fifty per cent. on "long list" currency, that is, notes of banks known to be implicated in depreciating stocks; and even fluctuating between 7 and 10 for "short list," which embraced only the best assured banks.

Under these circumstances, the Board assembled the country and city bankers and business men not members, and upon a meeting and discussion, a measure, previously projected, was brought forward, and, after long and able discussion, adopted. It was, in effect, an arbitrary list, as equitable and well informed as possible, of the rates at which the notes of banks would be taken, and was exhaustive of all circulating in the vicinity. The operation of the principle was similar to the operation of the legal tender law of the United States, though having no compulsory force. The principle was, doubtless, that an agreed value, even if false, is better than a real value that is indefinite, in an article used as a measure of other values.

The effect was immediate and admirable, especially if regard be had to the measureless distress averted, rather than to what was sensibly relieved. Consistently with this measure, in the discussion of which Messrs. W. B. Ogden, Wirt Dexter, John C. Haines, Stephen Clary, and N. P. Banks, of Massachusetts, participated, the Board of Trade also recommended the adoption of a uniform national currency, and that it be made a legal tender by statute of the United States; and on the other hand, strenuously remonstrated

against an act, already passed by the Legislature of Illinois, for the establishment of a system of banking on a specie basis.

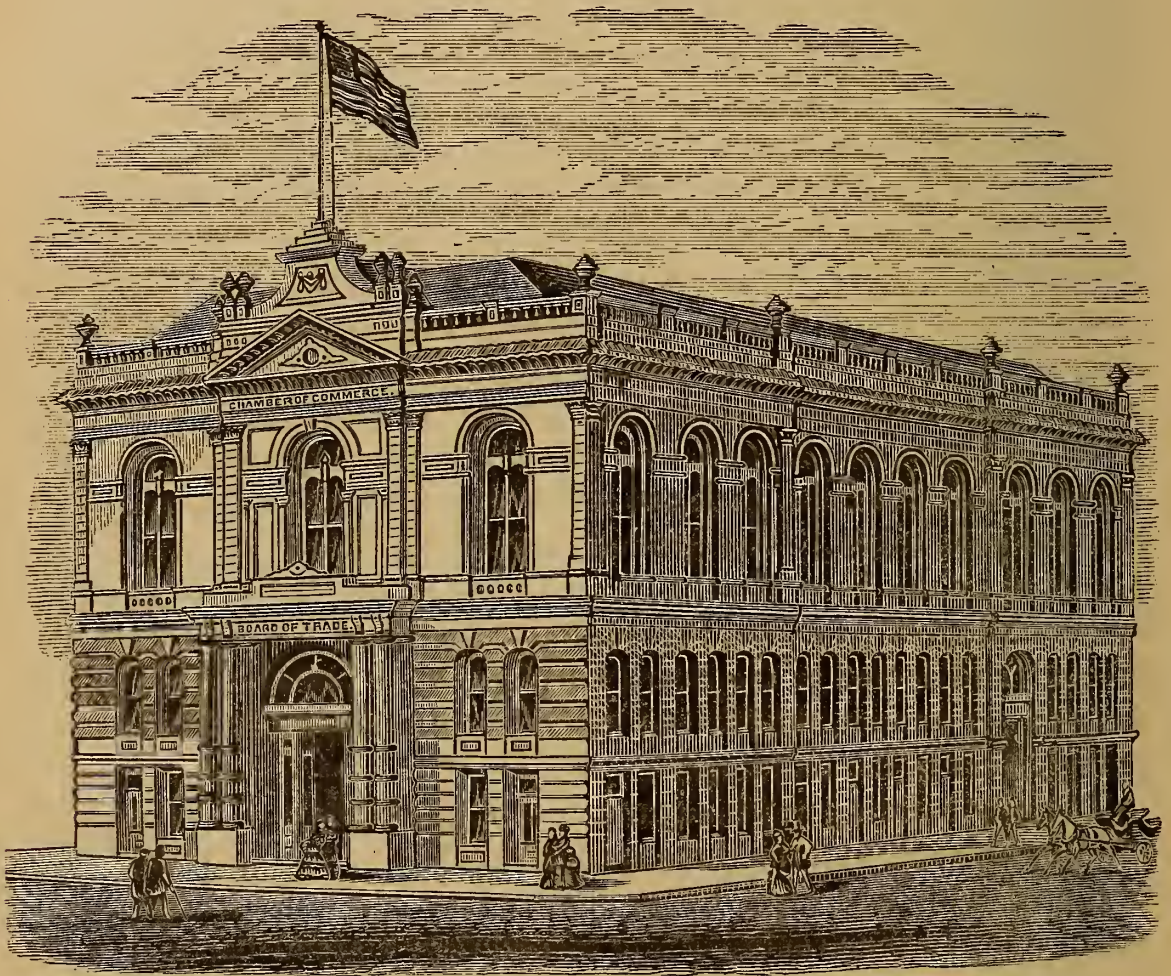
The Board also seized the occasion of Canada's semi-hostile attitude to urge the General Government, on grounds of military defence, to open a ship canal from the lakes to the rivers. This measure for a time made great progress in Congress, the press, and elsewhere. A convention was held at Chicago in June, 1863, and bills were brought forward in Congress. But the benefactions of legislation pursued other than western objects, and the measure was left to private enterprise.

Chamber of Commerce. — The Board was now so numerous that its rooms could not fully accommodate the body. The idea of erecting their own building had been broached in 1853, and in a moment of enthusiasm, an engagement was countenanced for the erection of one at a cost of \$180,000; but nothing more seems ever to have been heard of it. In 1864, suitable steps were taken. The Chamber of Commerce Association, composed chiefly of members of the Board of Trade, was formed, with a capital stock of \$500,000, for the object. In three days, \$100,000 stock was subscribed for, and the rest was soon taken. The ground now occupied was chosen, then occupied by the First Baptist Church; and, at an outlay for ground and building of \$490,000, the edifice which stood till the Fire, was erected, and leased to the Board for ninety-nine years, at a rental of \$20,000 per annum, the most of which came from sub-tenants occupying offices in the building.

The new building was inaugurated with due ceremony on the 30th of August, 1865, and the three succeeding days. The first day was occupied with addresses by prominent members and distinguished strangers. In the evening of the second day, a grand banquet was given in Exchange Hall; and on the night of the third day, a grand ball, attended by large numbers from the eastern and western cities. The festivities are well remembered as the most exultant — and, withal, somewhat excessively convivial — in the history of the city.

The New Chamber of Commerce. — The splendid building which was erected in 1872 to replace the one destroyed by the fire occupies the old site, southeast corner of Washington and LaSalle streets. It is a temple of commerce which, whether with respect to the utility of structures adapted to the ministrations of commercial grace, or as a beautiful symbol of Chicago in her character as a grain gatherer and

a hog killer, is a real embellishment and a real honor to the place. It was practically completed within one year after the great fire, occupying the site, but greatly surpassing in perfection of appointments and in elegance, the former structure. It is claimed, indeed, to surpass any similar structure on the continent. It extends 93 feet on Washington street and $181\frac{1}{2}$ on LaSalle street, Calhoun place divid-



NEW CHAMBER OF COMMERCE.

ing it from adjacent buildings on the south and Exchange place on the east. The basement floor is seven inches above the sidewalk, that story being occupied mostly by banks, for which it affords most commodious and elegant offices.

The building is of Buena Vista sandstone, a material which for beauty and durability has come to be rated at the maximum. The cost, not including the ground, was \$325,000 and the same sum in recent years has seldom been paid for an edifice so excellent in

design, material and finish. Every office in the first and second stories is provided with a burglar-and-fire-proof vault.

The great Exchange Hall is 142 feet in length by 87 feet in width, with a ceiling 45 feet high — this entire space without pillar, support or other obstruction. On the south, a gallery for visitors projects from the wall 20 feet above the floor, from which the stranger may contemplate the struggle during 'change hours with philosophical immunity and unobstructed vision. On the north, the rostrum of the president discloses an elaborate and withal rather excessive elegance of design. The brilliant frescoes of the ceiling and walls are entitled to the indulgence due to that style of art when dealing in the human figure. They have been generally and justly commended. "On either side of the rostrum is an oil painting of large size, representing allegorically the city's great calamity. On the right is represented the fiend of destruction passing over the doomed city, with lighted torch, scattering and communicating flame to everything within her pathway. On the left is seen the angel of mercy, guiding two cherubs laden with the contributions of charity to succor and relieve the distressed and needy of the smitten populace; while at her feet, the ruins, smoking and tottering, forcibly recall the never to be forgotten desolation and its attendant manifestations of the noblest impulses of humanity, as displayed in the day of our pressing need."

In each corner of the hall are what may be called the distributed nervous centers of dry organism of business — telegraph stands, with communications all over the world, synchronizing the operations of the body at any moment with those of others in Europe and America; receiving orders, reporting current transactions, making or responding to timely inquiries, etc.

The offices of the Board of Trade are fixed in the south and west sides of the building, consisting of a general business office, secretary's office, library, etc. The general business office is rather a vault than an apartment, being fire-proof to the utmost attainment of human cunning, for the preservation of archives, documents, books and other valuables. In the northeast corner a well-lighted and ventilated reading room, a wash room, coat room, and other conveniences are provided. Besides these offices and apartments are the rooms for the Directors of the Board of Trade, opposite to which are the various committee rooms for that body.

The furniture throughout is elegant, the wood finish being walnut and ash; all the principal doors glass, with costly and ornate ara-

besques and devices. The staircases are solid mahogany, with massive newel posts of fancy woods, surmounted with bronze figures.

This building is the Chicago Chamber of Commerce, built and owned by the Chamber of Commerce Association, an incorporated body distinct from the Board of Trade. The latter has a lease for nearly a century on so much of this building as it occupies, and is the proprietor of a yearly increasing proportion of the stock.

The Board has ever since been recognized as the principal organ of public opinion at Chicago on most of the subjects which have engaged public attention.

CHICAGO CHARACTERISTICS.

It Requires Moral Courage to Say It, but Modesty is One of the Chief—Conservatism of the Chicago Public—Why Ring Rule is Less Practicable than in New York and Other Great Cities—Faults of the Chicago Press and Society—Frankness a Ruling Trait of the Genuine Chicagoan—Some of His Personal Habits—The Rising Generation—And an Outsider's Remark Concerning the "Best Enterprise of the Age."

THE reader is not surprised to hear that character, especially, as the attribute of collective numbers, depends more upon conditions than upon lineage. Such is the drift of all recent historical analysis, and of scientific generalization. It is not questioned that the character which goes under the name of "Californian" is a real, though as yet inchoate type, clearly distinct from the "Buckskin" of the colonial day, the "Tuckyho" of the Crockett model, the "Ranger" of the southwest, the "Hoosier," or the "Buckeye,"—all forms of the American pioneer. But the American of the Pacific slope is so far from getting his character by inheritance that in most cases he was an adult before he acquired its first rudiment. Yet, with remarkable uniformity, adventurers from any European society, from New England or from Carolina, all alike and quickly respond to the powerful local conditions, natural and conventional, to which all comers are subjected in transmontane mining regions. Undoubtedly this type of character would be still more definite and emphatic had the common proportion of women and children from the first participated its influences, and intensified their personal impressions. Therefore, the comparatively recent rise of Chicago is no argument against the assertion that her people have a marked, distinctive, and definite character, of which her natives are heirs as a Scotchman is heir to cunning, or an Irishman to wit. It is not a question of time, but of circumstances; and to these, at least in their singularity, must be allowed the utmost degree of efficiency in the case of Chicago.

Chicago Not Boastful.—The reputation of Chicago is flattering;

yet that species of public spirit which remains dissatisfied without a right to exult upon demonstrable merit would be displeased with most of the praise; not because there is too much, but because it is misapplied in great degree. Chicago is applauded for the boldness of its enterprise, and excused for the excess of its pretensions. It is treated as a heady youth, good at heart, but a little out of his senses with thinking of what great things he has done; who will get soberer as he gets older. This notion is natural, because it is the simplest figure which could engage the imagination of a public always genial to success. But it is quite gratuitous; Chicago is perfectly sober. True, if, instead of four hundred thousand individuals, personified Chicago were an actual being, the work done and the boasting heard would both have to be reconciled in the one person. But in fact, boastful Chicago is a different being — a being who is loud because the real Chicago is quiescent.

Of this there are two kinds of evidence, viz.: (1) It must have been observed that there is a sportive and playful vein of extravagance always found in public boastings, whether in the local press or through other channels, when issuing from Chicago. This species of unassuming banter is too familiar in personal manifestation to be classed with the settled complacency of self-admiration, or the jokeless intolerance of swaggering egotism. Philadelphia studies, looks in the stately circles of the Fifth Ward, and coolly announces the conclusions to which the world has come about a matter. New York, in the unaffected sobriety of fixed habit, discourses of the "provincial towns" of the Continent, without discrimination whether they number a thousand or five hundred thousand people; and Boston, with the confidence of a doting grandmother, chides Cincinnati, St. Louis, or Chicago, as if they were engaged about stick horses or sugar-plums. Thus is boasting exemplified when inspired by real conceit. (2) If boasting were a serious characteristic at Chicago, it is certain that somebody would make a systematic business of it — somebody, we mean, who would recognize it as a public object, and, as such, subserve it, for his own interest, with an elaborate, exhaustive, and ingenious array of everything that could be gathered to flatter the pride of Chicago citizens, by an artful appeal to the deliberate judgment of the world. But on the contrary, beyond the practical needs of men in their business, and a meagre collection of historical particulars, the comparative indifference of Chicago to her own real glory has made the researches of the historical student a difficult

and, hitherto, thankless task. In Boston, the assiduity of a lifetime would not be considered wasted, if at length rewarded by discovering indubitably the color of Miles Standish's feather; but in Chicago, the precise date of the first telegraphic communication lies in the conflicting recollections of old citizens.

In brief, we think it may be candidly assumed that, as a people, Chicagoans are not self-conceited, and that the voluble swagger and vulgar brag which Eastern people are at so much pains to excuse is the harmless practice of an inconsiderable proportion of the inhabitants of the Lakeside city.

Ring Rule Impracticable in Chicago.—Surprising as the assertion may be to many, we are not quite the first to say that Chicagoans are not an impulsive people. The quantity of enthusiasm in the prevalent sense is not a characteristic, and the frantic fluctuation of public sentiment which deform Boston annals, and keep New York on the brink of violence from year to year, are actually without analogue in Chicago. The mortifying dependence of the public peace upon the conduct of a few individuals in community is here unknown. The spectacle of a bold aspirant, whether in politics or any other of the competitions of ambition, in high social ranks, dominating his equals, and through them, the mass, by means of bands of hired bullies from the very bottom of degradation, can be known to Chicagoans only by hearsay. Such alliances are swiftly disgraceful, and the class from whom the bludgeon, billy, or unprincipled muscle can be recruited for hire would offer their wicked services to no person who aspires to public influence or social consideration. The conservative ballast of Chicago is indisputably stable and sound. Were a low ignoramus to be brought to the bench of justice in Chicago by a successful combination of corporate intrigue and black-guard intimidation, it is certain that this sentiment would constrain him to resign his office. The meanest members of the bar would refuse to practice before him, open contempt of his authority could be punished only at the risk of a dangerous applause of contumacy, and, above all, the press would be impelled to unceasing and unsparing censure. No person connected with such an attempt could escape irretrievable disgrace.

Frankness is eminently a Chicago characteristic. Coöperative fraud is irksome and unwieldy among a people who are habitually open and unreserved in their expressions and manners. The elaborate and complexing craft of the older cities is an unmanageable

thing in Chicago, where if a man is a scoundrel, he can hope for few with whom to divide the burden of concealing it. Many might be willing but are not able. Intrigue and craft are rife enough, but they cannot countervail habitual openness of manners far enough to become formidable in safe secrecy. From this trait results several interesting consequences :

Everything is Public. — One is that from the daily press to the casual colloquies of street-car passengers, everything that happens is published. People have so little reserve about their own affairs that only slight traces exist of that anxious care with which delicate personal matters, and those involving reputable or distinguished persons, have been guarded from publicity. The worst of Chicago may be seen or read of any day, and so strangely excessive is this contempt of concealment, that Chicago is reputed a remarkably wicked place, with *all the statistics of the subject distinctly in her favor!* Whether the membership of churches, or of Sunday schools, the number of arrests in a given period, the proportion of convicts, the catalogue of crimes and misdemeanors, the number of foundlings, the percentage of divorces to marriages, the particulars of houses of ill repute or of gambling, or in fact, in any line of inquiry which may be adopted, it is a fact that the comparison is honorably in favor of Chicago, when made with either of the Eastern cities, notably with Boston.

Traits of the Native Chicagoan. — The native of Chicago is not the lean, sad, intense, subjective Yankee, nor the dilatory, fat, demonstrative dullard of the Susquehanna or the Hudson valley ; but he is always florid, plethoric, laborious, well-fed, jolly and complacent. A driving worker in daylight, a good sleeper of nights ; open, loquacious, communicative, generous, gregarious. He loves self-reliance as the Irishman loved solitude, *i. e.*, with his crony or his sweetheart. He is prone to do things in partnership, and loves to promote his particular trade, however small, by a show of promoting the city at large. If even he cannot “see it,” he is unwilling to have the fact suspected ; for the honor of commercially glorifying the city is something in which the humblest Chicagoan desires to have a share. Not in prolix disquisition and droning precept, but in practical habit of thought and work, he comprehends division of labor, mutual dependence and coöperation of effort. Whatever he has to do, from the invention of a way to market the produce without “money to move the crops,” to the institution of an alley laundry, he must first try the expediency of the idea by framing it into a coöperative plan. If it will not hold

water on the joint stock principle, he accepts that proof of its unsoundness and invents something else that will. Let this propensity stand on its own exalted footing. It has had an illustrious test. It is this, brought to settled habit long before the Great Fire, which accounts for the possibility of the following fact, viz.: that a visitor to Chicago now *who had no knowledge of the place but the complete statistics of trade for 1870-71, and 72, would refuse to believe that a conflagration during that period had destroyed most of the business part of the city.*

His Habits.—The genuine Chicagoan dines at noon, whether he is a laborer or a banker, and eats three hearty meals a day; but not to collide with eastern ways too directly, he calls his supper “dinner” and his dinner “lunch.” The latter, if possible, he takes at a public house, during a period of ten minutes. He invariably wears a moustache, generally shaves his chin, gloves his hands only on dress occasions, keeps the sidewalk in business hours, unless to ride a mile, owns his horse and buggy for other times, if his income at all exceeds his subsistence; is an irreclaimable literary client of the “Times,” or else of the “Tribune;” will forgive anything but diluted affectation; values his priest for his parochial energy and success; will apologize for profanity in his presence by swearing that he had never been so provoked in his life; and either expressly or tacitly connects with all manner of his speech an indication whether or not he “means business.”

The Juvenile Chicagoan.—Children of Chicago compare with those of eastern cities almost as health contrasts with disease. A pale child is hardly ever seen; and the fact that at the schools and other assemblages of children the thin-legged, wax-cheeked, precocious-eyed child, so sadly suggestive to thoughtful men who have read the statistics of early mortality, of diminishing fecundity, and of general degeneracy, and the startling generalizations which have been built upon them, is seldom seen, makes it a refreshing spectacle to pass a public schoolhouse at noon, or to stand near a church in Chicago when the Sunday scholars pass out. No pains of the statistician, nor any reasoning of the sociologist, can take from or add to the simple but powerful fact of the general *look* of the people, and especially the children, in a question of health of a city, moral and material. The infirm man, woman or child is not the inevitable incident of every assemblage of half a dozen in Chicago as in New

York. But in all Chicago there is not one regular "tenement house" nor will there ever be one.

In a word, the native inhabitants of Chicago are obviously a rich-blooded, strong-nerved, large-brained race, and taking children under puberty as the standard, their looks proclaim them superior to the average American. But taking into account the hypothetical influence of their actual history, and all their demonstrated characteristics, it may be said they give the surest of all signs of future greatness, viz. : a visible ascendancy of human *nature*, which is universal and everlasting, over human *character*, which is secular, local or conventional. Such a people are necessarily practical, since the executive faculty under such conditions is too importunate for work to allow attention to what is not visibly practicable. It is upon such views, perhaps, that the opinion has been expressed by a stranger, that the very best enterprise of the world is seated at Chicago.

THE FUTURE OF CHICAGO.

A Deliberative and Analytical Consideration of the Subject — The Cause of Chicago's Existence — It Was Not Pioneer Enterprise — She Grew in Spite of the Lack of That — Chicago Harmoniously Developed — Her Trade Depends No Longer on a Few Commodities — Wonderful Strengthening of Weak Parts — Cities Grow Much Faster than Ever Before, and Why — American Examples to this Effect — The Rule Applies with Double Force to Chicago — The Cotton and Precious Metal Trades — The Transcontinental Traffic — Will it Chiefly Come This Way? — Chicago Character as an Element of Her Future Destiny.

WE find here in the middle of the continent a large city, and the simplest forms in which it excites our curiosity are for what it consists of, whence it arose, and whither it tends?

The fact is familiar that the greatest grain mart of the world is at Chicago; likewise, that no place on the globe receives so much live stock to be converted into meat. The lake marine, the merchandise trade and the manufactures of the place are treated as but incidental and subordinate. But the facts are far different. If the sources of the people's subsistence be the criterion, statistics elsewhere exhibited in this volume show, surprising as the result may be even to Chicago herself, that manufacturing supports half the inhabitants, not including ordinary shop industry. It is, then, a manufacturing city rather than a grain, a provision, or even a mercantile place.

A Broad Foundation.— But likewise our figures upon the jobbing trade of Chicago show that it greatly exceeds, on the criterion of value, either of the branches of the great produce or shipping trade. But beyond the mere proportions of different branches of trade, the far greater question is, what are the tendencies? The answer is, the tendency of the receipts of hogs and of grain is an early culmination, while the tendency both of merchandising and of manufacturing is to indefinite expansion. The reflective reader has already discerned the most appropriate corollary for these facts, viz.: Chi-

chicago development strikingly exemplifies the law of progress from the simple to the complex; and from diversity back to unity, through integration; the greatness of no city is assured and permanent until its trade and industry have all the diversity that belongs to its age and country, though a single staple may serve to inaugurate its growth. The advance of Chicago towards that diversity is demonstrated to be at a rate exceeding, in the illustrative elements of merchandise and manufacturing, any other large city, American or foreign. We must, therefore, expect at an early day that pork and grain will be relatively inconsiderable in the vast future aggregates of Chicago business, notwithstanding we have no reason to expect any year of the future to bring less pork and grain than the present year, if as little.

The Cotton Trade Coming.— In the meantime, it is not impossible that the greatest single staple in the world may find its way to Chicago instead of New York, viz.: the cotton of the Southern States. Such an event would enhance Chicago as much as a gift of capital equal to the public debt of the United States. Nevertheless, should the entire produce trade dwindle to a petty interest, it could arrest Chicago development only by happening too soon, or if not, then too suddenly; for Chicago is hereafter to prosper as the Merchant and the Artisan of the Great West, and not as its mere factor, broker and commission agent, as heretofore. In all the fullness of the metaphor, therefore, Chicago is to expand.

But literally, also, that city is to expand; and we think it worthy express notice that no other large city is so perfectly conformed to the modern urban idea. But before attempting to present its future, let us look back a moment.

The Cause of Chicago.— What built Chicago? Let us answer, a junction of Eastern means and Western opportunity. The East had an excess of emprise and capital which as naturally pushed West, on lines of latitude, as water runs down hill. Whatever be the philosophy of it, such is the induction of all experience.

But what made the opportunity? We answer, the simple fact that the district of country within two hundred and fifty miles of Chicago filled up with settlers. The extent, character and productive capacity of that comparatively small district adequately account for Chicago if we contemplate Lake Michigan as a stream, with its mouth in free communication with a vast system of navigation; its head in the very middle of that district, and Chicago at that head. Given

thus much, and in addition what would have been the same had there never been a Chicago — for example, railroads,—and Chicago became inevitable.

Greatness Thrust Upon Her.—The case is altogether peculiar. There was no local aspiration. Chicago was a large business focus before enterprise was a local characteristic. In the history of no other emporium of business do we find anything more marvellous than the historical fact, that Chicago grew great without ambition ; not from humility, but from the inveterate hesitation of petty ideas. How strangely this contrasts with the prevalent but demonstrably groundless boast of a locally inherent self-making spirit. Never was a great city less its own architect ; never an established and splendid spirit of enterprise, such as now reigns in Chicago, a more purely acquired excellence.

A Pæan for our Pioneers. — There is no doubt that the original inhabitants of Chicago were among the least enterprising in America, and the cause is simple but sufficient, viz. : the insuperably repulsive site for the city. An extraordinary prescience would have been requisite to realize how whole square miles of territory could be profitably lifted out of the mud. St. Louis, Quincy, Milwaukee, St. Paul, Dubuque, Keokuk, Indianapolis, Toledo, and a hundred western cities and villages demonstrated their enterprise — cheerfully submitting to municipal taxation, or withdrawing capital from their respective lines of trade for the advantages of improved communication ; but as a municipality, Chicago never invested a dollar in a railroad. Exceptional citizens struggled for years against the senseless intolerance of the rest, in the attempt to get a railroad as far as Freeport. The merchants of Baltimore, as early as 1828, had appreciated even the then colossal enterprise of a railroad to the Ohio river, while those of Chicago, as late as 1851, with despicable stupidity, were grieving over the prospect of having their trade scattered along a line of country shops for fifty miles or more, in consequence of the opening of railroad access for their own customers ! Grain was flowing in by millions of bushels a year, while dealers yet retained the habit of exploring the town, half bushel in hand, to hunt farmers' wagons for street competition and huckstering dicker.

The Birth of Confidence. — But these very facts, perhaps, account for the uncommon solidity and breadth of the existing business spirit of Chicago. Without the brilliant but unsteady inspiration of spontaneous enterprise, the native Chicagoan passively acquired a mag-

nificent business optimism, by the influence and experience in extraordinary contrast to that of men in general. Greatness was forced upon Chicago as a golden subjugation. The inhabitants of past days could no better withstand the uncredited but splendid boon of eastern railroads, than they could have resisted a pestilence. They had to accept it.

But in such realizations, the younger Chicagoans, in respect to public undertakings, are a peculiar people. They have their doubts, like other men, about details, but public and general success they can doubt only by doubting the integrity of the universe. Now, a spirit of enterprise, grounded on actual experience, is exempt from the fluctuations of enthusiasm, and is therefore the best in the world. But in hardly any other place in the world has there been such an experience.

Creative Power to Spare.—We have said what a very cursory analysis of the facts has often shown to others that a comparatively small area of tributary country has, with her Eastern connections, built Chicago. If regard be had to the now existing and greatly increasing railway connections with the West and Southwest — after every concession which even prejudice could demand, it must still be seen how tremendously the increase of tributary area promises increase of the city. And this brings us to a glance at the future.

Chicago has Just Begun to Grow.—Our first observation is that much needless shame-facedness is indulged by those who reckon the future of large prosperous cities of the present day. The most parsimonious use of deductions, frequently carries us to figures of unprecedented magnitude. For example: London, of late years, increases at a compound ratio, which, upon following it up for a few generations, startles the calculator. But this hesitation will be found to be really more visionary than a modest but rational acquiescence in fair analogies; for the fact is, this is the age of great cities. Almost every great city on the globe is growing; and the increase of the great capitals of Europe — London, Paris, Vienna, Berlin, St. Petersburg, Madrid; even Rome — is greater than has ever been known before. But this is not all. Mankind are becoming urban. It is the vast multiplication of villages, since gunpowder abolished walls, which has justified the estimate that ten times as many people lead urban lives as did so in antiquity.

But, on the other hand, improved means of communication has at the same time relieved the ancient, and, of older cities, still irreme-

diable, crowding. The co-operation of both causes tends to modify the distinction between rural and intra-mural life, and certainly warrants the hope, that mankind need not forever alternate between the torpor of the country and the madness of the town, but may have liberty without solitude and reciprocity without friction.

This tendency to urban life, and its indisputably prevalent operation at this day in all the cities of Europe and America, lodges on the objector the *onus* of proving how any given city comes to be an exception.

Certainly no one would attempt such a proof against Chicago. If there is a presumption in favor of the further growth of great cities in general, it is a presumption of the highest assurance in the present case.

Figures Confirmatory of the Above Statements. — That the Great West is to experience no arrest of development must be assumed without hesitation; and that her great cities will develop, at least, in proportion, is assured even by analogy with those of the East. The following figures touching population at several dates in the United States at large, and in the city of New York and suburbs, are in point :

UNITED STATES.		NEW YORK, ETC.	
1830.....	13,000,000	-----	225,000
1840.....	17,000,000	-----	360,000
1850.....	23,000,000	-----	654,000
1860.....	31,000,000	-----	1,093,000
1870.....	38,500,000	-----	1,362,000

It is seen that the urban population at the site of New York was about six times as great in 1870 as in 1830, while the population of the country at large was but about two and a half times as great.

Take New England, where increase was slower :

NEW ENGLAND.		BOSTON.	
1840.....	2,235,000	-----	106,611
1870.....	3,857,000	-----	274,353

Boston's increase in the thirty years was more than two and a half times; that of New England at large, being little over an addition of a half. Taking the State of Pennsylvania for the thirty years ending in 1870, the population little more than doubled, while that of Philadelphia nearly trebled. The result was still more significant in the County of Alleghany, containing Pittsburgh and its suburbs. If, now, we take country adjacent to Chicago, for example, the States of Illinois, Wisconsin and Iowa, and contrast them with Cook County,

containing Chicago, and restrict the period to only twenty years, we have the result following:

THE STATES.		COOK CO.
1850.....	1,348,000	43,000
1870.....	4,787,000	350,000

Thus, the rural population's increase was a trifle over three and a half times; that of the urban population in question, more than eight times.

Cumulative Proofs that the Metropolis Grows Much Faster than its District. — Similar results are reached by taking the case of Baltimore, San Francisco, Cincinnati, St. Louis, or almost any other city, though in no instance is the contrast so strong as in that of Chicago. The nearest approach is the case of Baltimore, raising the interesting reflection that the railroad connections of that city enable her to keep up a high rate of increase upon the tribute of remote points. even after her neighboring territory has fallen short. This is an earnest for Chicago, should all the territory east of Nebraska cease to develop, or — a supposition hardly less improbable — carry its trade to other cities.

Precious Metals, Imports, etc. — But other considerations arise which cannot but be inspiring. It is no longer a hypothesis that the precious ores can be reduced cheaper in Chicago, after the long carriage, than in the mines; the business has now regularly settled itself in that city, where, at no distant day, the gold bars, silver and quick-silver will first enter the mint or the market. It is, then, as if the Golden Gate were at the mouth of Chicago river. In direct importation from Europe, it is indisputable, after ample experiment, that the only obstacle to an importing trade, limited only by western consumption of foreign merchandise — practically, unlimited in the future — is the very vincible habit of making New York importers judges of the market. The trade is not a simple one; the studious and vigilant practice of importing merchants on the seaboard is matter of training, and the Chicagoan has had none such. His correspondents abroad, his representatives in New York or Boston, his habitual study of foreign data on the state of the markets and cognate conditions, are all to acquire. But while time is requisite, it is obvious that it cannot be very long time.

The Asiatic Trade. — With regard to the trans-continental trade, the ablest expounders in Europe of the laws of commerce, reluctant as they confessedly were, to concede such a thing, have long agreed

that its offing for Europe is destined inevitably to be on the eastern shores, and not on the western borders of the vast Asiatic continent; they do, indeed, question how long the Suez canal may defer the day of its realization by Americans, and they differ in opinion whether the Isthmus of Panama or the trans-continental railways of the United States are to present the better routes. But that question, in the language of the "Mark Lane Express" (English), was virtually ended when Americans had actually opened a ten days railroad route from ocean to ocean. Should the great inter-continental trade of the world reverse its route, it will certainly follow the track across the interior for all travel, and most of the valuable freights. When is this to be realized?

It will not be soon, in the sense of a smaller matter; but if within fifty years, will not the time be getting daily shorter, and will not the influence of the prospect, thus daily growing more substantial, operate with constantly augmenting effect on the local prosperity of places on the route?

The great primary condition for the accession of this mighty tide of commerce, is the attainment of a quantity of commerce that by, as it were, overflowing old channels, will release it from habit. But the statistics of Dr. Lesseps, and the reasoning of Laboulayè and Mill, have familiarized the thinkers of the age with the enormous rate at which exchangeable property increases in the world. It is not so much a question between routes of trade as a question of enough of them from nation to nation. In the event of this great trans-continental trade being realized, no serious question has, we believe, been made of late years, that its greatest emporium in the world would be at Chicago.

Chicago Character an Important Element in the Calculation.—We have elsewhere had something to say of the personal characteristics of Chicago people. We may say here that in a question of the progress of a people, the criterion is to be found in the amount of their latent energy. This, from the nature of the case, is to be hypothetically estimated. If the latent power of Chicago is at a maximum, no thoughtful person will dispute this proposition, viz.: more ingenuity is required to imagine causes which are to prescribe its limit than to demonstrate a future of hitherto unknown greatness. But what is the fact on this head? With the unimpeachable answer, we conclude the topic in hand, viz.:

A person ignorant of everything connected with Chicago but the

statistics of its trade and commerce during the years 1870, 1871 and 1872, would certainly deny the possibility that during that time a conflagration had destroyed most of the business part of the city. The immense energy which sustains the prosperity of the place continued to sustain it throughout the period; and yet, from some hitherto undrafted source, came the vast and sudden energy which in two years rebuilt the city! The work is now finished, and this mighty power is latent again. But how great is such a reserve of force!

THE CAPITAL OF THE INTERIOR.

Further Calculations by a Contributor Concerning the Future Growth of Chicago
— Based Simply upon the Minimum Expected Development of the Mississippi
Valley.

THE views which follow are those of Albert H. Walker, Esq., kindly offered for incorporation in this work. We give them without alteration, though they do not take into the account all the elements which, in the opinion of the editor, enter therein.

We should remark, in preface to the subjoined, or rather, in supplement to the preceding chapter, that the population of Chicago, in 1870, according to the tables of the U. S. census, was 298,977 — an enumeration by common consent so moderate, that we have no compunction in at least rounding up the figures to 300,000. In the summer of 1871, the school census showed a population of 367,000. This we will reject, out of deference to our fellow conservatives, and pass to the very careful canvass made in the Spring of 1873, by Mr. Richard Edwards, directory publisher. He has 133,600 names enrolled in his directory, none of which have been challenged as fictitious or duplicate; and upon the basis of this number, arguing from his extensive experience in this line, Mr. E. insists that there are 465,000 inhabitants in Chicago; but to make up this number, Mr. Edwards reckons in, as he ought, the suburban families, whose heads have their business in the city proper.

There are plenty of means of accounting for this wonderful growth, and observant Chicagoans readily believe it. Nevertheless, we choose to accept it with another grain of conservative salt, and to assume that on the 1st day of January, 1873, two and a half years from the date of the federal census, the population of Chicago had only grown to 400,000, a gain of 100,000 in the period named.

Now, observe that we do not resort to the trick of percentage — a very untrustworthy method — since it is a less feat for a small town

to grow twenty-five, fifty, or one thousand per cent., than for a great city to do the same. We find an absolute addition to the city's population, for the reasons named before, of 100,000 souls, in two and one-half years, and we think we have convinced the reader that this rate (not ratio) will be kept up during the next decade. From June 30th, 1870 to January 1st, 1884, will be twelve and one-half years, or five periods of two and one-half years. Very well, then : what will be the contribution of the country to the city, added to the city's own recruiting power by births, in five periods, each of which witnesses a growth of 100,000 souls? Why, 500,000, making an aggregate population, ten years from next January 1st, of 800,000.

THE FUTURE OF CHICAGO.

BY ALBERT H. WALKER.

About the prospective growth of our city, there is still great diversity of opinion. One class, basing their views rather upon faith than upon any well-grounded basis of calculation, hold the wildest expectations ; while another class, ever ready to repress hope and forecast failure, see little in our circumstances upon which to found any certain promise of greatness. It is to consider the elements that go to make increase of population and wealth, and to approximately measure the bearing of those elements upon the question of our future, that this article is written.

Two branches of human employment, together with the collateral business of each, constitute the basis of a modern city. They are Manufactures and Commerce. In proportion as one or both of these are thriving, in that proportion does the city prosper. Chicago has heretofore been chiefly a commercial city, engaged in exchanging the wheat, pork, wool, beef, corn and other products of the West for the cloth, tea, sugar, leather, coffee, stoves and other products of the East and of the Old World.

As the West has grown, the business has grown with it, and with it has grown the prosperity of the city. All understand what the growth has been, and it is our present object to inquire how the business we have named, and other business we are to consider, taken in connection with the increase of the whole Northwest, is to affect that growth in the future.

The country tributary to Chicago consists chiefly of the States of Illinois, Iowa, Wisconsin, Minnesota and Nebraska, and the territories of Dacotah, Wyoming and Montana. In all this region Chicago has no rival, and can have none. Other cities will grow and prosper at different points, but there are none who doubt that Chicago is, and is to be in all the future, the metropolis of this our Northwest. Let us, therefore, consider what are the elements of the prosperity of this vast country, and by them measure the future of the city.

The States and Territories we have named contain an area of over 700,000 square miles — an extent larger than all those countries combined which we call the Continent of Europe, viz. : France, Germany, Austria, Switzerland, Belgium, Holland and Denmark. Those countries, however, contain a population of 128,000,000

people, while the Northwest has only a little over 5,000,000. Comparison shows, nevertheless, that in point of natural ability to support a large population, the Northwest exceeds the nations to which we have referred. The average fertility of our soil is greater. We have a vastly greater variety and value of mineral wealth, and our land is unexhausted by centuries of kingly misrule. Nor does the Northwest lack in beauty and grandeur more than in material bounty. Its rivers and lakes are larger and longer, and more useful for commerce, than any other in the world. Its mountains are no less grand than the Alps; while the great National Park in Wyoming contains more natural wonders in its 3,000 square miles than any other equal surface of the globe can boast.

We may add to these also the even greater advantages of our free government and liberal laws, which give the poorest and humblest equal rights as to acquisition of property with the highest of the land; and taking into account all these elements of attractiveness to the peoples of the world, none can doubt that it lies in the not distant future to see the Northwest contain a population of 50,000,000 souls. When we consider that even then the countries we have named, with less area and fewer advantages, now have a population more than two and one-half times greater than this, the moderation of our estimate is manifest.

We now inquire when, in view of these facts, and the rate of our increase in the past, and a fair calculation of the future, these 50,000,000 of people will be ours.

We find from the census reports that when we make a due allowance for the diminution of the increase of population on account of the late war, that the average ratio of increase of our population for each decade in the past has been one-fourth less than for the preceding decade. That is, if in one decade the increase was 200 per cent., in the next it would be 150 per cent. If the census should show 50,000 people at one time, and should in the ten years increase 200 per cent., it would of course show 150,000 at the next taking, and would for the next decade increase 150 per cent., and therefore show 375,000 at the next enumeration. Substantially this increase took place in the Northwest during the two decades between 1820 and 1840, though the growth during those years was somewhat larger than that in the illustration we have used. The average, however, during the entire history of the Northwest has been as stated. Continuing this ratio into the future would give us an increase of 60 per cent. during the present decade, 45 per cent. during the next, $33\frac{3}{4}$ per cent. for the last decade in the century, 25 and $5\text{-}16$ ths per cent. for the first decade in the next century, and about 19 per cent. only in the decade ending with 1920. A careful estimate, however, based upon the statistics of births and deaths, gives 20 per cent. as the rate at which our population increases per decade without any accessions from outside of our own territory. It is certain, however, that immigration into our Northwest will not cease as soon as 1910, and it therefore follows that 25 per cent. is a greater diminution of ratio of increase than a careful prognostication of the future will justify. To be wholly within bounds, we will only reduce this figure to 20 per cent., and base our calculation of the future upon that rate, instead of the 25 per cent. which has heretofore been the rule, as we have seen.

Applying this ratio of 20 per cent., which we have shown to be a fair one, we find that it gives the Northwest a population of nearly nine millions in 1880, somewhat over thirteen millions in 1890, nearly nineteen millions in 1900, and over thirty millions in 1920. If we were to continue to apply the same rule after 1920, it would,

until 1930, give us exactly the same increase that we derive from the excess of births over deaths ; after which it would give us a much smaller increase than we derive from that source alone. We will therefore allow, for the purpose of this calculation, that the immigration and emigration of the Northwest will balance each other after 1920, and base our estimate of its subsequent growth upon the natural increase of population alone. In doing so we find that our objective point of fifty millions will be reached two or three years before the middle of the next century, or in seventy-five years from to-day.

The 4,000,000 of the whole country at the close of the revolution has increased in less than a hundred years to 40,000,000. Can we, therefore, possibly be wrong in predicting that the 5,000,000 and more the Northwest now contains, will with the greater advantages possessed by it over the average of the United States, be increased to 50,000,000 in a considerably shorter time. When we consider that, as never before, the eyes of the world are upon this land, and that emigration from foreign countries is so rapidly increasing as to alarm the potentates of Europe, and that it is more than probable that during the coming century many of the heavy manufactories of England will be transferred from their exhausted coal and iron fields to our exhaustless ones, no thoughtful man can doubt that our calculation is within, rather than beyond the truth.

Our subject now leads us to inquire what bearing and effect this rate of increase in the population of the Northwest will have upon the growth of its metropolis. The people living in Chicago in 1870 were $5\frac{1}{2}$ per cent. of the population of the States and Territories we have named. We shall now attempt to show that we may depend upon the city enjoying in the future a growth, at least, as rapid as that of the country upon which it depends for support. The consumption of the Northwest will doubtless substantially keep pace with the increase of its people. It will, however, be more likely to exceed than to fall below it, because as the country grows older the average wealth of the people increases, and with the increase of wealth increases the ability and inclination of the people to buy and to consume. On the other hand, the productions of the Northwest per capita will not diminish, because of the unlimited material, both agricultural and mineral, upon which we have to work. There is one element, however, that will deter Chicago from reaping the proportional benefit in the exchanging of the things produced for the thing consumed that she heretofore has. Many of the things consumed that have heretofore been produced only in the East, and even in Europe, will soon be manufactured in various parts of the West, and being often in direct contact with the consumer will not require the intervention of a great commercial city for their exchange.

Fully balancing this, however, is the consideration that as the wants of the Northwest increase in magnitude, productions of the Old World that have heretofore been obtained through the medium of Eastern cities, will be handled with equal facility and cheapness in Chicago, thus causing a continual growth, and more than a proportionate one, in an element of commerce to which we are entitled, but which we have heretofore largely lost. We hold, therefore, on the whole, that the exchanges of the Northwest made through its metropolis, will increase, at least, as rapidly as its population does, and as those exchanges increase, so also will increase the number of the people required to effect them. Therefore, as a commercial city, Chicago will keep full pace with the country tributary to it.

The manufactures of Chicago are still in their infancy. Upon them we can make no approximate calculation for want of data in the past. We know, however, that Illinois and Iowa contain some of the most inexhaustable coal measures in the world, and that the shores of Lake Superior contain inexhaustless stores of iron and copper. Who can doubt that the iron and the copper will meet their counterpart, the coal, at the harbor of Chicago, and that vast mills for the various manufacture of those metals will here spring up to send their products forth over our matchless railroad system to every part of the Northwest, and, indeed, of the whole country? In view then of the fact that we have no reason to expect any diminution in the increase of Chicago as a commercial city, when compared with the increase of the Northwest, and that we have abundant reason to expect its great proportionate increase of manufacturers, we are surely safe in assuming that the proportion of $5\frac{1}{2}$ per cent. she now bears to the whole will, at least, continue to be sustained. We may, therefore, expect a population of somewhat over a million souls by the beginning of the next century, and a proportionate growth thereafter, and risk nothing in saying that the child is now living who will not die until Chicago numbers among her people more than three millions of the children of men, and has become the great interior city of a nation more populous than China, and far more powerful and wealthy than all the British Empire. To this certain and splendid future, we would direct the thinking of the youth and manhood of our time.

THE LAY OF THE LAND.

Geography and Topography of Chicago and its Environs—Elevated Sections and Their Relative Value—Marked Climatic Advantages of Chicago—“Wanted, 400,000 Lots!”—An Inquiry Into the Household Habits of the Average Chicagoan—Interesting Figures from an Official Source—Bogus Lots, etc.

THERE are few persons left in Christendom, of an age consistent with an understanding of the first rudiments of the world's affairs, who have not found out, with a reasonable degree of exactness, the location of Chicago, viz., twenty miles from the head of Lake Michigan on the west shore of that body of water, etc., etc., as described in the initial chapter of this book. The topography of the place, as there indicated, was forbidding enough, one would think, to deter the rashest settler from selecting Chicago as a site for residences, whatever attractions it might have for the trader or the manufacturer. The description cited, however, fortunately applies only to the district lying along the river and its branches—a district which has already been reclaimed by Commerce from the forbidding condition in which the early settlers found it.

Nevertheless, Chicago and the district around it is almost as proverbial for its flatness as the people who live there are for the opposite quality. Hence, it is but just that it should be here stated that the average height of the country for twelve miles around Chicago is not less than twenty-five feet above the level of the lake, while many points boast an altitude of from one to two hundred feet. Nor are there wanting tens of thousands of intelligent householders who rather avoid than seek the highest points accessible, satisfied with the facilities for drainage which are almost everywhere afforded, and preferring to avail themselves of the cooling lake winds in summer, and avoid the piercing prairie “zephers” of winter.

All the Land can be Utilized.—Probably one-tenth of the territory to be reached by an hour's ride from Chicago is undesirable—not

to say unavailable — for residence property. But as this is all furnished with abundant water or rail transportation facilities, and is best suited of all for the manufactures which are tending with such wonderful momentum toward Chicago, the question comes up, whether these lands are not the best of all for investments of over a year's duration.

Healthfulness of Chicago's Location.—The mortuary statistics of the United States make Chicago one of the healthiest of the large cities. And yet they do not do her justice, since the period covered by them includes years when the precautions against disease were far less efficacious than they now are. The healthfulness of Chicago's climate, and especially its superiority in averting pestilence, will at once appear to him who considers that the prevailing winds of this locality are from the southwest, and that their sweep is uninterrupted by any abrupt elevation. It should be further noted that these winds blow in a direction to bear away quickly any malarious exhalations from the central portions of the city, where they chiefly originate, off over the lake, and not over the residence quarters of the city; also that the east winds which come (and are very welcome) almost every day in summer, are from the lake, and so cool as to check the development of unwholesome gases.

Obvious Climatic Advantages.—While upon the subject of neuterology and sanitary advantages, we refer with pleasure to a statement by so high an authority as Prof. Alex. Winchell, of Michigan University, concerning the average summer and winter temperature of the Lake Michigan region. This statement was prepared for the "Medical Investigator," the leading journal of Homœopathy; and, though not written in the interest of Chicago, tells decidedly in its favor. In that paper it is shown that the summer isotherm of Chicago passes through a point some hundred and fifty miles above St. Paul, on the Mississippi river; while the winter isotherm corresponding to Chicago's crosses the same river at a point fifty miles below Davenport, Iowa. That is to say, while the mean summer temperature of Chicago ascends no higher than that (72°) of all northern Wisconsin, and not so high as that of St. Paul, the mean winter temperature sinks no lower than that of cities in the Mississippi valley, much farther south than Chicago. It is also to be noted that during the month taken by Prof. Winchell for his calculation (July) the proportion of lake winds to land winds in Chicago is as 1.27 to 1; and to this circumstance we attribute the fact that Chicago is not only much

less depleted in summer than other American cities, but is actually attracting many people from St. Louis and other points to the southward to spend the summer months.

Another Class, Better Than Tourists, Attracted.—Chicago does not, however, aspire to notoriety as a summer resort. She has suburbs along the high bluffs of the lake shore at the north which have such aspirations, and the reader can easily see that those aspirations are likely to be gratified.

There is not a place on Lake Michigan where the proportion of lake breezes to land breezes is greater than at Chicago; and there is not a place *off* Lake Michigan, and west of the Alleghanies, where good facilities for trade combine with so healthy and comfortable a summer and winter temperature as Chicago possesses. And this consideration is a very practical one, affecting scarcely less than the price of food itself the wages at which labor can profitably employ itself. Manufacturers who, after visiting St. Louis with reference to establishing works there (attracted thither by the pretty romance of an "iron mountain," near by), have decided to locate at Chicago, have usually cited the more healthful location of Chicago as one of the considerations which induced their decision, along with the equally cheap coal, the cheaper raw material of all kinds, and the vastly better market afforded in Chicago.

The Lay of the Land.—To return for a moment, to the topography of Cook County. The reader is referred to the small but handy map published herewith. Commencing at the lake shore, and to the south of the city, the territory between the lake shore and the Michigan Southern railroad, extending southward to the farther boundary of the southernmost park, is among the choicest of suburban property; being mostly well elevated, well served with quick railroad communication with the city, and situated along the prolongation of the finest residence thoroughfares of Chicago. The country along the Calumet and around the lake of the same name, is mostly low, with occasional rocky bluffs, well clothed with soil and desirable for residences. The land south of the Calumet is mostly swampy, and hardly worth considering, except with reference to possible manufactures in the future. The junction of the Danville and Illinois Central railroads at Dalton, for instance, has been suggested as the best sight for a great cotton factory—the facilities for obtaining cotton and coal being there combined in the happiest degree. The town of Thornton has never been operated in much with reference

to suburban village enterprises except by swindlers who "ran" the somewhat notorious "Park Ridge" subdivision in section 36.

The territory along the Rock Island road beyond Englewood (to which point the city settlement has become nearly continuous,) is well adapted to occupation, and is rapidly settling up. Blue Island is the present limit of suburban enterprise, and Washington Heights, situated on a plateau some 125 feet above the level of the lake, may be called the nucleus.

The west part of the town of Lake and the east part of the town of Worth have not been much sought after previous to the season of 1873; but they afford many eligible sites for suburban villages. Aside from the district mentioned, the town of Worth, like that of Palos and Lyons, with the exception about to be noted, are rather unattractive; much of the land being low and difficult of drainage. Bordering on the Desplaines river in the town of Lyons, however, is a strip of country well elevated, picturesque and not open to the objection of miasma, which has been raised against the Desplaines country further up and abreast of the city. The town of Cicero is mostly well elevated prairie, draining easily into the South Branch. The country to the west of Cicero, on the Northwestern and Burlington railways, lies high and well; that on the latter road, just west of Hinsdale, reaching the highest altitude between Lake Michigan and the Mississippi. About the same altitude is claimed for points on the Chicago & Pacific road, however; the altitude at Roselle, 24 miles out, being set down at 191 feet, and that of Ontario, 27½ miles out, at 231 feet. The surface all along the C. & P. road, west of the city limits, is high and rolling.

Along the Chicago and St. Paul road, and the Wisconsin division of the Northwestern road, the topography is in every way favorable to rapid settlement, being, for the most part, a beautiful, high rolling prairie, abounding in fine farms, broken only by the frequent suburban villages which already dot the country with neat villages along the latter line.

Passing around farther eastward, the prairie first becomes flatter and lower, and then gives way to the sandy but by no means sterile ridge which skirts Lake Michigan from the city northward far past the limits of Cook County. The shore at Evanston becomes decidedly high and abrupt, furnishing picturesque sites for villas, rendered all the more so by the sharp ravines by which the shore is cut.

Area and Subdivisions.—Now, how much of this territory has been

tampered with by the surveyor and the speculator? No small portion, as will appear from the figures of the extract given below from a recent report of the County Surveyor. It should be remarked, before quoting this report, however, that there are many old subdivisions, relics of stage-coach times, or of some period of railroad or speculating mania antecedent to the crash of 1857, and which are now practically vacated, though still carried on the county records; also that the County of Cook includes a score or more of villages which have never been considered in the light of suburbs, but whose numerous lots are reckoned in the surveyor's total.

There are sixteen whole townships, and a very large area in other townships—that is, about 800 square miles out of the 932 in the county—which have never been speculated in as sites of possible suburban villages; and it may be presumed that of the 74 square miles shown by the surveyor's figures to have been subdivided outside of the city limits, not more than 50 square miles of it (including the thickly settled region south of the city,) represent lands now occupied or for sale in the fifty active suburbs of the city.

Interesting Official Details.—Says Alexander Wolcott, County Surveyor (who puts himself under oath for the purpose):

1. That the Government survey of Cook County, as appears from a certified copy of the original survey, (the property of this office,) shows the total number of acres in Cook County to have been (less fraction) 596,831.

2. That the total number of acres in Cook County liable to assessment for 1873 not subdivided into town or city lots (except the property of railroad companies) is (less fraction) 524,610.

3. That the total number of acres of railroad property in Cook County liable to assessment for 1873, and not subdivided into town or city lots is (less fraction) 1,567.

4. That the total number of acres (including town and city lots reduced to acres) in Cook County, occupied by churches, cemeteries, schools, Poor House farm, Reform School, charitable institutions, Bridewell, engine houses, Illinois Central Railroad, and public grounds, exempt by law from taxation, is (less fraction) 4,665.

5. That the total number of acres in the City of Chicago, sub-divided into lots (not including property exempt by law) is (less fraction) 18,413.

6. That the total number of acres in the County of Cook, outside of the City of Chicago, sub-divided into lots (not including property exempt by law) is (less fraction) 47,570.

7. The original number of acres in Cook County was 596,831.

8. That there are 104,411 lots in the City of Chicago, *including* 1,630 belonging to railroad companies, and *excepting* those exempt by law (which are included in the fourth statement above) and the average number of lots per acre in the City of Chicago, is 5.67.

9. That there are 120,301 lots outside of the City of Chicago, in Cook County, *including* 222 belonging to railroad companies, and *excepting* those exempt by law (which are included in the fourth statement above), and the average number of lots per acre outside the City of Chicago, in Cook County, is 2.52.

10. That within six miles from the City of Chicago, there are in Cook County, 94,942 lots.

11. That over six miles and under twelve miles from the City of Chicago, there are in Cook County, 9,731 lots.

12. That over twelve and under eighteen miles from Chicago, there are in Cook County 8,475 lots.

13. That over eighteen miles and under twenty-four miles from Chicago, there are in Cook County 6,416 lots.

14. That over twenty-four miles and under thirty miles from Chicago, there are in Cook County 737 lots.

15. The total number of lots in Cook County, outside the City of Chicago, is 120,301.

16. That there are 25,000 lots in Cook County, 25 feet front by 125, that are of no more value than they were as acre property, for the reason that they lie under water or in low, marshy ground.

17. That there are over 2,000 lots in Cook County, $7\frac{1}{2}$ feet front, by 40 feet deep, with a two-foot alley and a five-foot street. In addition to their diminutive size, they lie under water, about twenty-three miles from the Court House, and six miles from any railroad, in section 19, town 37, range 13, a locality where drainage can never be successfully accomplished.

Bogus Lots.—It should be remarked, with reference to the "17thly" of this official, that the lot swindle there referred to (perpetrated by one Scott and his accessories, under the name of "The Boulevard Addition to Chicago,") is the only downright swindle of the kind known in Chicago for years. No doubt other dealers have flattered themselves that they were cheating their customers badly in shoving remote and unpromising lots upon them; but so rapid has been the development of the city and its surroundings, by new railroads and otherwise, that the buyers of bad bargains have, by holding on, come out gainers in spite of their own stupidity!

Household Habits of the Chicago People.—We are about to ask ourselves the question, how much land the population of Chicago will require during the next ten years, for residence purposes alone? Before doing so, however, let us consider for a moment the *regime* under which the city of Chicago is developing. It is a *regime* unknown to Eastern cities, except in a moderate degree in Philadelphia—a *regime* born both of our peculiar topography and the improvements of the present period.

Chicago has not only many square miles of available building

sites all about her, each as good as the rest (and a little better, if you accept the opinions of the neighborhood,) but she has unprecedented facilities for reaching them, viz., a dozen railways, each solicitous to build up a large suburban traffic, and willing, therefore, to furnish sufficient accommodations at low fares. The effect of these *centrifugal* forces is, at the start, exemplified along our street-railways. Though these afford but slow and uncomfortable transit, they have served to scatter the population of Chicago over an area of five or six times greater than the same population would occupy in New York or Boston, which not only occupy less expansive sites, but which were settled, and the living habits of their people largely formed, before street-railway facilities had been introduced.

Tendency Toward the Suburbs. — The same tendency is still further and more conclusively demonstrated by the rapidity with which Chicago workers are now flocking into the suburbs to live. The fact is thoroughly established that ninety-nine Chicago families in every hundred will go an hour's ride into the country, or toward the country, rather than live under or over another family, as the average New Yorker or Parisian does. This tendency will be increased in future years, rather than diminished; for we may safely calculate upon the new inventions and reform legislation of the day to improve the means of transit, and cheapen the charges therefor, at least as rapidly as the distance necessary to be traveled by the new settler becomes greater.

Wanted: 400,000 Lots. — It is claimed by those who look at this subject superficially, that there is already land enough, and more than enough, subdivided in the vicinity of Chicago to supply all the actual wants of the population of the city and its environs for many years to come. Let us see whether this theory will hold water.

We have seen already that the population of Chicago is an expansive one, in a literal and horizontal sense, as well as in whatever figurative senses the reader may choose to apply the term. We have seen, also, that the inducements to spread over a large area are increasing, not merely in Chicago, but in all modern cities; hence, that this centrifugal force, as we call it, is increasing, rather than diminishing.

We also perceive, by the report above cited, that there are now in the city of Chicago 104,000 lots, and in the country, outside of Chicago, 120,000 lots; of the latter number, however, some 27,000 are branded by the surveyor as comparatively worthless and practically

out of the market. We assume that fully one-third of the whole number of outside lots (120,000) must be deducted on this account, and on account of occupancy for other than residence purposes, and on account of erroneous subdivision, whereby what is properly a single lot is reckoned on the plat as two. This leaves the actual number of available residence and business lots outside the city at 80,000.

Now, in the city of Chicago, an area not less than ten square miles is occupied for business rather than residence purposes; by railroads, manufactures, docks, warehouses, etc. This area is subdivided into about 60,000 lots of the size (20x125) most usual in the business quarter of the city. We thus have left only 44,000 lots for residence purposes; and in ten years' time the area of business will certainly have expanded 50 per cent., leaving barely 14,000 of these 104,000 city lots for residence purposes.

In ten years' time what will be the population of Chicago? In a preceding chapter we have shown that 800,000 is the likeliest number, or rather the minimum number, under fair auspices. Dividing this population into families of five persons, we have 160,000 families to be quartered on the 14,000 square lots. Allowing each family a lot (and it must be remembered that while more than one family is sometimes quartered on a single lot, a single family often occupies several lots), there remain 146,000 families to be provided for outside of the present city limits within the next ten years. Of the 80,000 available lots outside the city, certainly not less than 20,000 are already appropriated by the 40,000 suburban residents, leaving 60,000 unappropriated.

Turned loose in the country, where land is plenty and cheap, these 146,000 householders will not lose sight of the principal object of their going outside of the crowded city, viz.: plenty of room and the pure air, the freedom and the "chance to grow," which come with this boon. They will not, therefore, content themselves with less than an average of two lots each — many indulging in a block of one or several acres, and some, to be sure, putting up with a single lot. This will require 292,000 lots for the actual occupancy of the surplus city population, with a demand for at least one-fourth as much more for the purposes of local trading and for the manufactures, schools, etc., which may seek the different villages, and the public grounds, church grounds, etc., which may be dedicated by the local authorities. This swells the aggregate to 365,000 lots, and a

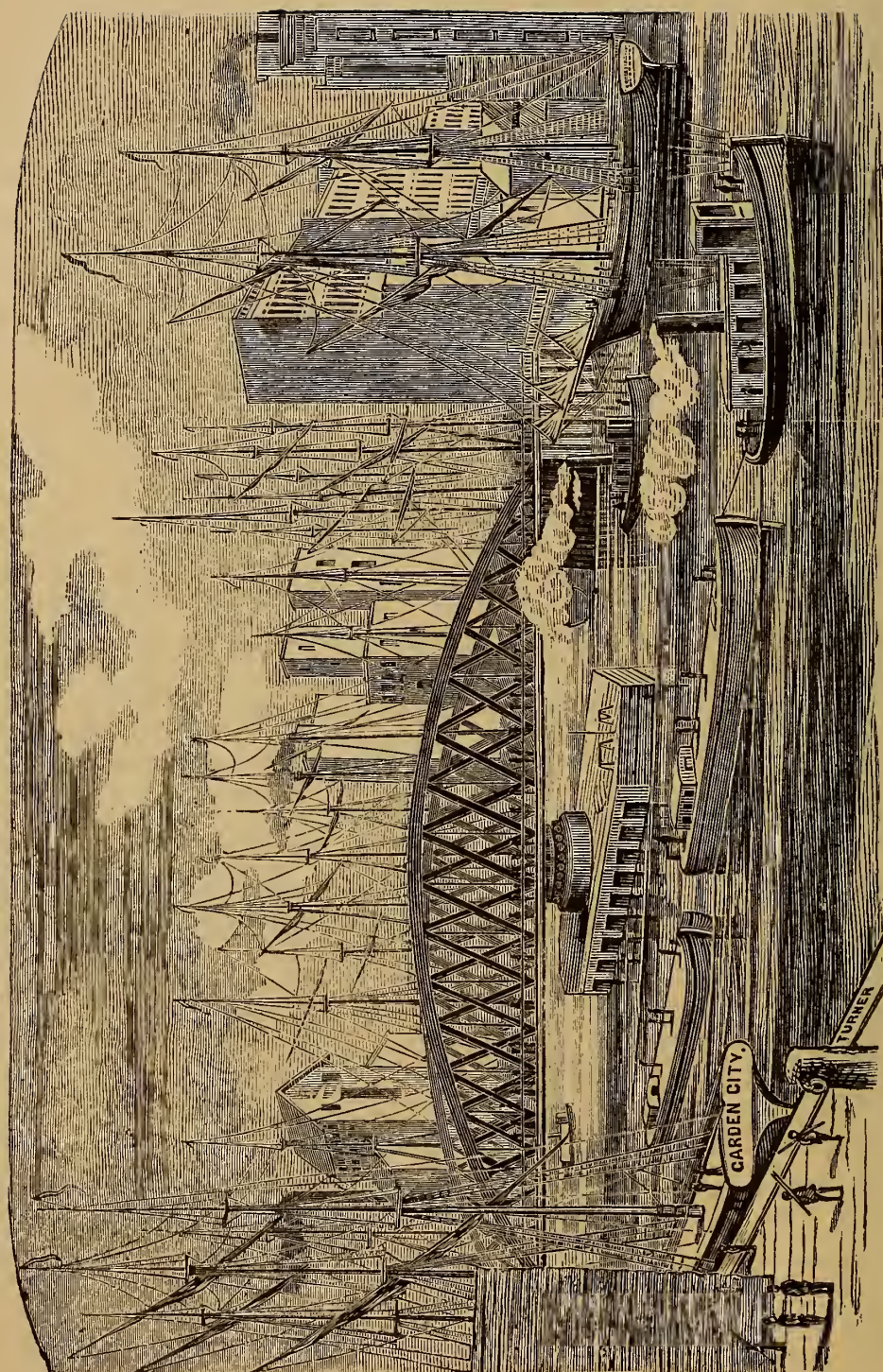
very moderate allowance for the margin of unsold property held by the inhabitants themselves either for speculation or to ensure themselves the right kind of neighbors — which is always to be found in the most completely settled villages, — still further increases it to 487,000 lots.

Deducting now from this sum the 60,000 lots already in the market, we have 426,000 suburban lots to be demanded within the next ten years. Let us allow the conservative a discount of the odd 26,000 at once. Doing this, and reducing the lots to acres, we find that, for the purposes named in our calculation, leaving out of the account all extra demands as for new railroads, public works, etc., we find that 80,000 acres or 125 square miles of territory will be demanded by the ultimate consumers within the next decade. This fits out each of our twelve railroads in the suburban traffic with a continuous belt of village population, as densely settled as they should be and extending for half a mile on each side of the track for ten miles. Or, suppose the stations to be two miles apart — which is much better, the villages would extend, at only that interval, twenty miles out on each and every railroad now in the suburban traffic. The result will be instead, however, the development of additional roads between those now in operation, and consequently, more territory accessible without more miles of travel for the denizens of any particular village.

The author leaves the reader to judge for himself what prices the 400,000 suburban lots will bring, and how much territory, additional to the 80,000 acres out of which they are to be carved will be brought into the market by their occupancy. They *ought* not to bring more than \$1,000 per lot, nor to enhance the prices of an equal amount of neighboring property to more than \$3,000 per acre; but between this average (\$4,000 per acre) and the average prices now asked for land outside of the city there is a wide and a very suggestive margin.

PART III.

TRACTS AND TITLES.



VIEW ON CHICAGO RIVER.

THE CHICAGO REAL ESTATE MARKET.

Historical Review of the Traffic in Chicago Land — The most Ancient Transactions — Prices in the Early Day — A Solitary Horseman's Appraisal — Early Canal Sales — Inflation of Prices in 1835-6 — The Crash of '37 — State Relief for Buyers — Prices of Central Business Lots in 1842-3-4 — Prices and Dealers Twenty Years Ago — Flush Times Again — Chicago Real Estate in the Panic of 1857 — In the War — A General Advance — The Fire Comes — Its Effect on Prices and Salability of Land — Volume of the Traffic for the Past Four Years.

DURING the year 1872 there was, exclusive of all minor sales outside the Chicago city limits, \$61,203,550 worth of land lying within seven miles of the Chicago Court House, conveyed by warranty deed, and the instruments of conveyance duly recorded by the County Recorder. The aggregate of such transfers during the preceding two or three years, though never reaching so large a figure, had not been far from a million dollars per week, on the average. This immense volume of real estate sales, kept up with steady increase from year to year, at once stamps the Chicago land traffic as an extraordinary one, and arouses general interest in its history. We shall do what we can, in the time at command, to satisfy this interest.

The First Transaction. — The history of the real estate business in Chicago, though teeming with so many incidents and episodes that no volume can compass them, has at least this advantage, that there is no difficulty in getting behind it, where its beginnings may be easily traced. Nor are those beginnings sufficiently complex to bewilder the historian in the least. Unless we reckon as "transactions in real estate" the squatting of the negro Point au Sable, on the north bank of the river, in 1796, or the jumping of his claim by the Frenchman, Le Mai, a year or two later, the first land trade in Cook County was that by which John Kinzie bought out the latter landlord, some time previous to the founding of Fort Dearborn, in 1804;

but as the price paid was mainly in consideration of valuable "improvements," viz.: a log cabin and the good will of the aboriginal inhabitants, it is scarcely quotable as a real estate transaction.

Scarcely less misty in its details is the sale, which we *will* quote, since it is necessary to begin somewhere, of "a house and farm near the fort," for which, in 1817, J. H. Beaubien paid one Dean, an army contractor, \$1,000. In view of the colossal magnitude of a thousand dollars, in those days, the sale must have been the source of great jubilee in the Dean family, and no little surprise and gossip in disinterested circles.

An Informal Appraisal.—The next transaction of which we have any record was not a transaction, but an appraisal. Maj. Long, of the army, after passing over (or rather through, for there was no getting *over* these bogs in 1823) the land (?) on both sides of the river, from the fort to the junction of the two branches of the stream, reported in writing that he "would not give sixpence an acre for the whole of it."

Some Notable Canal Sales.—From the date of the first canal sales in 1830 to the spring of 1834, there was no abnormal excitement in the Chicago real estate market. We have been permitted to look over the book of Canal Sales preserved by one of the enterprising abstract firms of Chicago, and find that the prices paid for lots in the very heart of the city any time previous to 1834, was eminently reasonable.

No one, for instance, would grumble at being compelled to pay the same price for lots 4 and 5, block 34, that William Bell paid the State in 1830. The lots were each 80 x 180 feet in size and fronted north on Lake and south on Randolph streets respectively, with each a side front on LaSalle; and the price paid was \$23 and \$25 respectively. Bell made a good thing on his lots by selling them, three years afterwards, at \$100 apiece to S. Blood, and he might have done still better by holding them eight months and selling them as Blood did to Pearsons & Owen, at \$600 apiece, after "Up she goes" became the word; or still better by waiting until 1871 and selling them at \$120,000 apiece, the ruling price of then; but the best time to have sold would have been in 1856 or '7, provided Mr. Bell had managed to save the proceeds (which he probably would n't) from the general smash which occurred in the latter year.

Quite another Story.—The same record of Canal Sales tells a pregnant tale of the years which followed the bargains noted above.

Lots in the same vicinity — indeed farther away from the business-center of those and the twenty following years, sold at the sales of 1836, at from \$6,000 to \$12,000 per lot, and went off "like hot cakes!" Inasmuch, however, as the State Legislature, after the crash came on, granted a rebate of $33\frac{1}{3}$ per cent to all buyers, and agreed to take for pay the terribly depreciated canal scrip of those days, the figures afford no index of the real price of the lands. Turning to later records, we find that such a lot as that at the south-east corner of Randolph and Wells streets (Fifth avenue) was sold by E. H. Haddock (who never made sacrifices on land) to C. E. Holmes, in March, 1844, for \$300. It was 20 feet by 80 in size. Two months later we find Isaac Vanderpool deeding to Charles E. Peck a space 80x110 feet next east of where the "Staats Zeitung" building now stands, for a total consideration of \$350. And in January of the same year, Tuthill King had bought of John Blatchford for \$600 a lot 60x116 in the same block, fronting south on Washington street, and now easily worth \$100,000.

But our narration has already leaped over an important episode.

The Inflation Period of 1835-6-7. — By 1835, the Canal project had come to be pretty near a certainty, and the splendid future of the Northwest had become, in some faint degree, manifest to the perceptions of Eastern people. It was also perceived by some of them that Chicago, as the Lake Michigan terminus of the canal, had a great advantage of situation — held, perhaps, the key to the bursting granaries which, founded on the stilts of the imagination, or of a very liberal and hopeful calculation, dotted these boundless, virgin prairies.

At all events, Chicago began to loom up as the City of Destiny — an appellation that was received by the many with the same shrug of the shoulder with which we now hear Duluth spoken of in that way. Those who came and saw, however, were conquered; and many were convinced who did not come, but saw with the eye of faith; insomuch that, by 1836, Chicago lots were almost a staple article in the speculative markets of the Eastern cities. Of course, good lots and bad sold to strangers with equal readiness; and it is humiliating to relate that there were sharpers in the land business in those days — a fact which, as is well known, has not been discovered in any other line of trade, nor in any other age of the world.

During the year ending with the Fall of 1835, the population of the town (Chicago was not a city until 1837) had increased eight-

fold, viz., to 3,265; and the demand for land was so great that one firm of brokers and dealers (Taylor & Whitlock) who set up an office that year, sold over half a million dollars of property during their first six months. At the same time, the government land office, which was removed to Chicago from Danville the same year, sold 370,043 acres, chiefly in Cook county, for \$505,729. Real estate, in fact, was the principal commodity dealt in, as the country whose trade was to support Chicago had not yet been sufficiently developed to buy merchandise or sell produce to any great extent. The muddy reaches called streets, the wretched shanties dignified with the name of "hotel," swarmed with capitalists and speculators of every grade, from the unpretentious boor with six York shillings and as many title deeds in his pocket, up to the bloated aristocrat with four or five hundred dollars, and a knack of drawing on somebody at the East which the other had not yet acquired.

We have given, in a previous chapter, a considerable insight into real estate operations of this buoyant period, for the reason that the history of the city consisted for a time so exclusively of them, that it could not be carried continuously forward without them. This history we will not repeat here; but we shall refer, farther on, to the operations of Mr. John S. Wright, who has been quoted from, our purpose being to trace the subsequent history of the parcels purchased by him in 1834 and at subsequent dates.

Price of River Lots in 1835.—During the years 1835-6, Chicago town lots became a great article of traffic in New York and other eastern cities. They were hawked by brokers; and auction sales gotten up expressly for them were attended and participated in as eagerly as a drawing in a grand lottery, or a session of the Stock Board. A Chicago land dealer of the present day,* has in his possession a relic of this sort of business, which serves, doubtless, as a fair sample of hundreds. It is the auctioneer's own copy of a plat, from which were sold some twenty blocks of Chicago property lying along the North Branch. The prices brought were unquestionably low. Property having a water front, and a depth of two hundred feet or more, sold at only \$13 per foot; and lots a little back from the river, on Union and Desplaines streets, brought only \$4 per front foot. The sale took place in New York, the 8th of May, 1835. The sale was made by Messrs. Franklin & Jenkins, at the Merchants' Exchange, and appears to have been one of the many such that were

* Mr. Edward C. Cleaver.

occurring thereabouts in those days. The maps are very well gotten up, and show with perfect fairness the location and situation of things in the new city of the swamps, including the sand bar, which had not been penetrated by the straight cut at the mouth of the river; the old fort opposite the foot of Pine street, and the light-house, then some distance from the fort. North State street then figured as Woolcoot street, and South State street did not exist, being, with all the avenues to the east of it, included in the undivided reservation. The property sold at this sale is now occupied by railways, docks and factories, and would bring at from 20 to 50 times the prices then realized. But the buyer doubtless sold them out during the excitement of the next year for cent per cent. profit.

Was There Really Any Inflation? — It has been claimed that these prices, while doubtless astonishing, as compared with the cost of the land to the retailer, are not “inflated.” That is, they would yield a fair rate of interest, above expenses, if the owners had held until to-day. The same will probably be found true of almost any of the lots bought and sold up to the panic of 1857 — certainly more than true concerning the whole area traded in up to that time, reckoned together and averaged.

The total commercial value of property, real and personal, is supposed to have been under one million of dollars, at the time Chicago became a city, reckoning the assessed value at one-quarter, which was \$236,842. If, as is generally assumed by persons conversant with Chicago history, only half this sum stands for real estate (the record being imperfect), and if it was assessed at a full quarter of its value, it would seem that the universal crash of 1837 found at Chicago no reproachful inflation; for in every growing place the panic of that dreadful year is known to have cast real estate out of all demand for years afterward, making the difference seldom less, often vastly more, than half. This was not so in Chicago, though the contrary assumption, seemingly out of sheer inadvertence, is habitually prevalent, even in Chicago.

A Shaky Investment, Nevertheless. — Of course, however, measured by the standard of certain and immediate revenue, or of the improvements which at the demand of commerce had been placed upon the property, Chicago land had reached a fanciful price in 1837. *Risk* was a much greater element in the bargain then than it is now — hence prices should have been lower, rather than higher than realizable revenue would indicate. How great was that risk was most

disastrously proved during the fall of '37 and the few years following.

After the Crash.—The lowest point reached, according to assessments and corroborating data, was in 1840, when the real estate alone was assessed at \$94,437, a figure only \$23,984 less than the really half of that of 1837, viz.: \$118,421. The city tax levy of the year 1840 was \$4,722, nearly 5 per cent. The price, therefore, of the financial blast of 1837, which totally shut up the real estate markets of Eastern cities, gave back suburban lots at Philadelphia to buckwheat and oats, and nearly demolished the flourishing city of Cincinnati, cast down real estate in Chicago little over 25 per cent.

This, of course, did not apply to all trades. Many, yet still exceptional, parcels and lots had been long kept out of legitimate use by acquiring that purely imputed power of infatuating men, which does not depend even on a mistaken valuation, but depends on the notion each gambler has of what another gambler believes he can sell it for to a third; even the latter not mistaking its real value, but calculating, in turn, on a fourth, and so on. With this class, the little city was distressingly rife. When the crisis suddenly came, they were, of course, instantly exploded; their large possessions, consisting of nothing in the world but stock in each other's temerity, instantly disappeared and left them without means for board. It has been said that the "enterprising citizens of Chicago would have depopulated the town at that day but they were too poor to afford the means of escape into other places. But this is true rather of the gambling class only, whose utter overthrow relieved the place of a baleful influence that had done much to corrupt legitimate industry, to dominate and pervert administration and to impede local public improvements.

Recovery from the Collapse.—By 1842 the prosperity of Chicago had been so well restored, and population and traffic were increasing so rapidly that real estate could not fail to respond to these genial influences. We find by reference to the records of the time that in 1842 the real property inside the city limits (then including 10½ square miles) had increased to \$108,757; and by 1845, it had mounted up to \$2,273,171—a surprising leap, fully equaled by that of the next three years, during which \$2,725,095 was gained, making the total valuation of real property \$4,998,266—still on the scale of one-fourth the selling value, but not still confined to the same area,—the city having been again enlarged so as to take in the country

bounded by Fullerton avenue, Sedgwick street, North avenue, Western avenue and Twenty-second street.

There were but few notable episodes in the Chicago real estate market during the period intervening between the two panics. The steady growth already indicated placed values where they belonged, so far as business property near the river was concerned, and business being then much more concentrated than now the few streets, like South Water and Lake, which custom demanded every tradesman to occupy if he would be "anybody," were brought by 1856 to prices which would scarcely afford a margin for profit if computed, with interest and taxes offset against rentals. But this circumstance, if true, only proves that too flush times bring their own punishment; and the fact that ninety-nine out of every hundred Chicago lots were really cheap even at the prices of 1857, proves that you can't depend upon even so inflexible a financial rule as the above to enforce itself in Chicago, the grand exception to all rules.

Government Lands Sold.—Uncle Sam was a large dealer in land in Chicago and its vicinity during the dozen years preceding 1848. The record of public lands sold here from January 1835 to June 29, 1847 (including the Cook County lands sold at Danville previous to May, 1835, at which time the government land office was removed to Chicago), included 2,272,565 acres and a fraction, which were disposed of in nearly every case at the traditional dollar and a quarter per acre, the aggregate sum received for the lands being \$2,903,016.87. During the same period the United States donated some 450,000 acres to schools and canals within the district, so that in reality over 2,700,000 acres were given for the \$2,900,000 received. Imagine Uncle Sam's feelings when, twenty-five years afterwards, he was asked over \$2,200,000 by Chicago parties for a patch of ground big enough to build a post-office upon! Three-fourths of all he had realized from all those millions of acres! It must have caused the old gentleman to mentally paraphrase a well-known proverb and remark that people *are* ungrateful to republics.

Twenty Years Ago.—Taking a glance at the situation of the Chicago real estate market twenty years ago, we find perfectly normal and healthy prices prevailing, though it is evident that few capitalists had then fairly perceived the future which was in store for Chicago. With the exception of Lake and South Water streets, there was no high-priced business land in the city. On those thoroughfares the heavy mercantile traffic of the town was so exclusively located as to

make rents exorbitant and prices of land correspondingly high. Chicago had not yet found out that she was different from other cities—that she could not have a Broadway worth \$10,000 a foot, while equally accessible intersecting and parallel streets went begging at hardly more than a single thousand; or a Fifth Avenue upon which Fashion would so imperatively command her votaries to live, that their rivalry would force prices along that avenue up to \$30 per square foot for miles along.

Aggravating Reminiscences.—Just so all the merchants aspiring to a first-class trade, whether wholesale or retail, were forced to find places on Lake Street, at no matter what prices. As a consequence, values on Lake and for a short distance on Clark streets were about as high twenty years ago as they are now, viz., \$1000 per front foot. At the same time, prices on State and Washington streets, where \$2000 per front foot would now be refused by many landowners, was in the market at \$150, with few buyers.

\$100 per foot opposite the Tremont House.—On Dearborn street, opposite Rice's Theatre (between Randolph and Lake), we note one sale at about this date at \$100 per front foot, one-fifth cash. And even in the "inflated" days of 1856, Col. Geo. R. Clarke, who had bought 25x195 feet on Madison street, between LaSalle and Wells (now worth \$1800 per front foot), for \$100 per foot, *all on time*, got so sick of his bargain that he hired the seller to take the property back.

Prairie Avenue.—In 1852 or '3, the same gentlemen bought 100 feet at the corner of Prairie avenue and Eighteenth street, at \$10 per front foot. This is the ground now occupied by Mr. Geo. M. Pullman's \$200,000 house, and the highest priced residence property in the city, viz., \$500 per front foot. At the same time, property along Michigan avenue, from Sixteenth to Twenty-second streets, had risen to \$22.50 per foot, for an average; though in 1850 any of it could have been bought for \$10.

Twenty years ago, no property west of the river would command more than \$100 per front foot, and the choicest lots in the vicinity of Union Park could be bought for \$15 per foot.

The Real Estate Guild in '53.—It could not reasonably be claimed, twenty years ago, that Chicago was in danger of being ruined through the multiplicity of her real estate dealers, though even then there were doubtless members of the fraternity who declared that the business was "crowded—done to death." The guild numbered

barely half a dozen firms and single operators, viz. : J. H. Rees (now Rees & Pierce), S. H. Kerfoot, Ogden & Jones, with whom A. J. Galloway (now A. J. Galloway & Son), was afterwards associated; B. F. Russell, Clark & Pickering, and Thomas Freeman, with whom, during 1853, Col. George R. Clarke (now of Clarke, Layton & Co.) became associated.

The Panic of 1857.—In 1856 the area of the city had been increased to eighteen square miles by the extension of the southern boundary to Thirty-fifth street; and land values had risen until the city assessment of real estate had become \$25,892,308, or about \$8,250 per acre for the whole eighteen miles. The country had again, as in 1837, got in possession of a plethora of currency (poor stuff it was too) and another mania for speculation and reckless expenditure ensued. Chicago had the mania along with the rest, and “went in” with a zest, for she had already learned her habit of doing nothing by halves. Real estate of course caught the infection, and was sold largely on time to Eastern investors, running it up extravagantly by their own intense competition, for speculation. For the first time in any considerable item, Chicago became a creditor, and the East a debtor. But the recondite causes of the general panic of 1857 were behind the Eastern speculator, and soon disabling him for meeting his back payments on Chicago property, it fell in very large quantities back into the hands of its local vendors without loss to them; often passing through half a dozen defaults, or more, before getting back to them. On the other hand, even at that early day, much money had been borrowed in the East and cautiously secured on Chicago lots, which brought little more than the demnification of the creditor, if as much. But this is apart from the general fall of real estate, which was very great, but less disastrous to those who could afford to hold it for the immense and permanent rise of a few years later.

The Effect of the General Crash on Chicago real estate, and especially on those who were speculating on small capital, is thus told by Mr. Colbert:*

“The effects on the real estate market were fearful, and the building business suffered correspondingly. The depreciation of prices in corner lots was great in the winter of 1857, but it was much greater in 1858 and 1859, as payments matured which could not be met. A large proportion of the real estate in the city had been bought on canal time — the same terms as those on which Dr. Egan used to pre-

* “Chicago and the Great Conflagration,” p. 95, 96.

scribe his pills in moments of abstractedness — one-quarter down, and the balance in one, two, and three years. They had depended upon a continual advance in quoted values to meet those payments, and found that they could not even sell at a ruinous sacrifice. Great number of workers left the city for want of employment, and those who remained were obliged to go into narrowed quarters to reduce expenses. This caused a great many residences and stores to be vacated, and brought about a reduction in rents on those still occupied, which impoverished even those who were able to hold on to their property. Many hundreds of lots and houses were abandoned by those who had made only partial payments, and the holders of mortgages needed no snap-judgment to enable them to take possession.

“A stop was at once put to the erection of buildings. Several blocks were left unfinished for years, and some commenced were never finished by the original owners.”

Can Such a Result Come Again? — Everybody understands that real estate in all cities and sections is subject to fluctuations, according to influences both local and general. At the same time it is evident to all who are acquainted with the Chicago of to-day that her land will never have, at least within the present century, another such general avalanche as those of 1837 and 1857. To those who are convinced only by experiment, the two crucial tests of the last two years ought to be satisfactory on this point. We allude to the fire which smote the city in 1871, and the financial panic of September and October, 1873, the former of which lowered the average asking price of vacant lands, but a mere shade, if at all, while the latter, in spite of the desperate monetary stringency which it engenders, leaves the holders of Chicago property firm as a rock, and ready to sacrifice anything else rather than land.

But it may be urged, the panic of 1873 was not equal to that of 1857. So it was not. Neither will any panic be which may come hereafter. The West has had its wild-cat bank period, as a child has the measles, and will not have it again. Chicago stood the panic of 1873 better than any other great city in the nation — better than New York, better than Boston, infinitely better than Cincinnati and St. Louis. Why? It was not merely because we had abundant crops of grain behind us. It was because Chicago commerce is more legitimate in itself, and more legitimately carried on than that of New York, and more vigorous and active than that of the other cities named. It was because our commercial character is more stable than ever before, as well as because our trade is nourished by a broader, more populous and wealthier empire. It was because our industries had become so diversified that each supports the other, while all have made themselves indispensable to a vast popu-

lation whose demands for merchandise and manufactures are increasing faster than their own numbers, who can be supplied from Chicago six times more rapidly than from any other point, East or West, and whose situation, economically considered, is panic proof.

Real Estate During the War.—The effects of the panic of 1857 lasted several years. In fact, the depression in real estate values incident to the general financial crash had not been recovered from when a new cause intervened to keep down prices—that is, the war of the Rebellion. So thoroughly did this influence work that the close of the war, though it found Chicago vastly more populous and prosperous than ever before, did not find land values any higher, unless in rare local cases, than they were eight years before. On Washington street there was some improvement to note, in view of the southward movement of business which had already set in. And the reader will be satisfied that there was plenty of room for improvement when he understands that, a dozen years ago any land on Washington street could have been bought for \$200 per front foot. In 1865 the destiny of LaSalle street as the seat of a great financial and exchange business had been established, and the Chamber of Commerce was already nearly completed; and yet during nearly the whole of that year, lots on LaSalle street, just south of the Chamber, went begging at \$300 per front foot, the present capitalized rentals of which are not less than \$3,000 per front foot. Even on State street, in 1866, Mr. Potter Palmer bought for less than \$1.50 per square foot, ground (included in the present site of the Palmer Hotel) which would now be appraised at \$12 to \$14 per square foot.

After the War.—During the three years following the close of the war there was a rapid appreciation in value in almost all localities—the business streets most affected being Washington, Madison, State and the avenues east of State. In 1868 the lot at the southwest corner of State and Washington streets was sold to the First National bank at a price higher than had ever been known in Chicago hitherto, viz.: \$25 per square foot; but the price was no index to that of neighboring property, the circumstances being exceptional.

There was also a special activity in eligible residence property on the avenues and at Cottage Grove, and the vicinity of Union and Lincoln Park witnessed a great advance during 1867, '8 and '9. Then came the park excitements out of town, which attracted nearly all the speculation during 1869 and '70, and the history of which will be given in a subsequent chapter.

The Great Conflagration and its Consequences.—Then came the fire, which had two principal effects on real estate. The first and most obvious was to depreciate such burned-over property as *had to be* sold, and to make slow the sale of that for which, as often occurred, the owners insisted upon getting the ante-fire prices. Not only, however, was this effect far less than would have been supposed, but it was in a great degree counteracted by the increased values which the plan of rebuilding has given to certain localities, like Fifth avenue, Franklin street, Madison street, etc.

The other effect referred to was due to the fire ordinance which followed the fire, establishing more stringent regulations than formerly on the subject of building and extending greatly the limits within which those regulations are enforced. The section wherein it is unlawful to build any frame structure other than a low, open shed, is now bounded by the Lake, Thirty-ninth street, State street, Twenty-sixth street, the Fort Wayne R. R. track, Twenty-second street, Jefferson street, the C., B. & Q. R. R. track, Throop street, Twelfth street, Ashland avenue, Van Buren street, Western avenue, West Lake street, Ashland avenue, Indiana street, Carpenter street, Chicago avenue, North Wells street, Lincoln avenue, and Fullerton avenue — the reader understanding that each of these boundaries is followed until the other is reached, and the restrictions of the ordinance apply for a distance 125 feet *outward* from the line specified.

Effect of the Fire Ordinance.—The passage of this ordinance drove beyond the limits named all persons who desired to build homes for themselves and who had not the means to put up a structure of brick or other fire proof material. Hence a brisk demand for building lots just outside of the fire limits, and a chronic dullness in the market for moderately choice lots within those limits. We do not know any cases where there was an actual decline in current values on account of this ordinance; but it has made the market for much semi-genteel property very slow ever since its passage — the owners maintaining, however, with obvious logic, that the ultimate effect will be a permanent enhancement of values.

Increase of Suburban Business.—The same circumstance has acted decidedly in favor of suburban localities, to which professional men, clerks and others of moderate income but whose tastes rise above rows of cheap cottages, have been attracted in great numbers. Indeed, the feature of the Chicago market for the past two years has been the suburban trade, in which many fortunes have been made,

and in which, also many are now locked up — though not so closely as to cause the owners much apprehension.

Aggregate Sales for Five Years.—The “Real Estate Journal” prints the following summary of the values indicated in warranty deeds to Cook County lands, left for record at the Recorder’s office during the periods named :

	NO. SALES.	CONSIDERATION.
1868, (20 weeks).....	5,307	\$29,361,250
1869, (full year).....	13,994	50,487,731
1870, (full year).....	11,446	47,078,561
1871, (9 months).....	9,688	40,099,545
Oct. 9th, 1871. to Oct. 9th, 1872.....	12,791	62,738,613
Oct. 9th, 1872, to Oct. 9th, 1873.....	15,978	82,943,359
Grand total.....	69,204	\$312,709,079

It will be seen that the figures of the last twelve months but one are somewhat larger than those for the calendar year 1872, given at the opening of this chapter. The discrepancy results not merely from the different periods considered, but also from the larger area reckoned in “The Journal’s” calculation.

LAND TITLES IN CHICAGO.

“ Short, Sharp and Decisive ”—Advantages of the Western Mode of Dividing Territory — The Abstract Business — History of the Three Principal Firms — What Private Enterprise Did and what Public Enterprise Did Not — A Desperate Rescue — After the Fire — Insignificant Upshot of Three Months’ Legislation, Six Months’ Arbitration and 3,000 Newspaper Communications — How Titles are Now Investigated — Cost of Abstracts, etc.

TITLES to land in Chicago are short, simple, and, for the most part, strong. It is easy to see that a city where the original passages of the title to its lands from the government to individuals is a fact within the memory of men by no means old, possesses decided advantages in the facility with which her titles may be verified.

Simple Subdivision.—To this advantage Chicago adds the vastly more valuable one of a system of subdivision, viz., by square townships, sections, quarters, forties and tens, which none of the old cities possess. This advantage enables any person to identify, by half a dozen words of description, any one parcel out of ten thousand. It obviates a vast amount of research and danger of mistakes, and is of incalculable benefit in the conveyancing of property.

Few Conveyances.—The shorter a title is, the simpler, of course ; and the simpler, the surer, as a general rule ; and although in a city where real estate has been so great an article of traffic as in Chicago, the titles cannot be expected to be as short—that is, the past conveyances as few—as in a rural neighborhood of the same age, yet it will be found in tracing up the chain of title to the 104,000 odd lots in the city proper, that the number of conveyances by warranty will not average more than half a dozen to each lot ; while in the case of parcels outside of the city, the conveyances are still fewer—not more than four on the average. There are a good many quarter sections outside the city, and some lots in the very heart of the city, still owned by the men to whom they were deeded by the government.

This being the case, a majority of buyers require to have the titles

to the lands in question examined clear back to the beginning, instead of assuming it to be good in some owner less remote than Uncle Sam, as buyers are compelled to do in older cities and those less simply subdivided.

The "Original Town."—The township in which the "original town" of Chicago is located is known according to the western land nomenclature as fractional township 39, north, range 14, east, the sections numbered 1, 2, 3, 11, 12, 13, 14, 15, 22, 23, 24, 25, 26, 35 and 36 being wholly or chiefly cut off by the lake—a portion of country which Chicago speculators have never subdivided, whatever Scandal may allege to the contrary. Of remaining sections, all the odd numbered ones were given at an early day by the government of the United States to the State of Illinois for the purpose of building a canal; so that the titles to lands in these sections usually commence with the deed from the State, represented by the Canal Commissioners, to the purchaser therefrom. The first conveyance of tracts in the even numbered sections (except the school section) is the patent of the United States government, dated for the most part prior to 1835.

Beginnings of the Abstract Business.—Titles to lands in Chicago did not become sufficiently intricate, or the volume of business sufficiently large, to warrant anybody in setting up an abstract business prior to 1849. At that time, Mr. J. H. Rees, one of the pioneers in the real estate business, and still actively engaged in it, commenced the preparation of a set of books, assisted by Mr. Edward A. Rucker, a very painstaking expert at the trade. The latter stepped out of the firm, however, in 1850, and a year later Mr. Rees took in as his abstract clerk, Mr. S. B. Chase, now well known as the leading representative of this important business in Chicago. Mr. Chase was able to keep up all the abstract books, even on a plan afterwards found too elaborate for practice, and to do some general land-office work besides.

Chase Brothers.—In the spring of 1852, Chase was taken in as Rees's partner, the firm becoming Rees & Chase. A year or two later Mr. H. G. Chase was taken into the concern; and in 1859, Mr. Rees sold out, leaving the firm Chase Brothers. At the time of the fire this was still the leading abstract firm in town, employing a force of twenty-five men, and having accumulated a collection of 300 volumes of indexes, 230,000 pages of letterpress copies of abstracts—in all, some three tons of manuscripts. The fire came, and destroyed a

portion of these books, but fortunately the most valuable part was saved, and is now in daily use, supplementing other valuable parts saved from the flames by the other conveyancers mentioned below.

Shortall & Hoard.—The firm of Shortall & Hoard, who, with Jones & Sellers, pooled their capital with Chase Brothers just after the fire, are the successors of several old firms, and were the possessors of a very valuable set of books. The set was started by J. Mason Parker, Esq., in 1850, and sold out several times—Messrs. T. B. Bryan & John Borden being immediate successors of Parker. They, in turn, sold out to Messrs. Greenebaum & Guthman (Henry Greenebaum, the well-known banker), about 1855, and they to John G. Shortall, in 1858. By and by Shortall took in Mr. Hoard, who had formerly been Recorder of Deeds for the county, and the firm was known as Shortall & Hoard when the fire came and burnt up all the records of which the abstract books were transcripts.

A Desperate Rescue.—The Court House, where the records were kept, was across the way from the abstractors', and Shortall saw that his time had now come for making himself useful to posterity, and at the same time earning a bigger night's wages than was probably ever scored before by any person engaged in an honest pursuit. The importance of the acts of Shortall and his colleagues on this fatal night is exemplified in Voltaire's epigram on D'Alembert: "Humanity lost its title-deeds, and he recovered them." Had private enterprise been no more enterprising than public enterprise was, then the abstract books would have gone with the records which they had, as it were, photographed; and then the title-deeds, not of humanity exactly, but of Cook County, would have dissolved away in chaos, or in chancery, which is about the same thing.

Mr. Shortall arrived at the place where his precious books were stored at midnight on the night of the 9th of October. Observation had already told him that the safeguards which had been thrown around his property were not, as had been supposed, sufficient. The only safety lay in removing the books beyond the district likely to be burned over. What to do for a means of conveyance? For Shortall, though versed in all manner of legal *conveyances*, was not equal to this emergency without help from a conveyancer of a more literal or physical type. But the carters were the greatest men in town that night, and in the vicinity of Larmon block none could be got, for love or money, to move those books. The only other resort was in the rear pocket of Shortall's trowsers. He drew it forth—a

revolver! and requested the nearest carter to come alongside and anchor while his craft could be filled with books from upstairs. By keeping this instrument carefully trained upon the commander of the unknown craft, Shortall was able to hold him there while the boys of the office brought down the most of the books, and while the flames roared and the walls toppled around them. A friend came to the rescue after a while, with a wagon more commodious and a driver more trustworthy than the one whom Shortall had impressed into his service. The latter was, therefore, honourably discharged and reasonably paid. The friend's wagon was driven off in the direction of safety, and the books were saved. A great many loose crannies in our land titles were thereby made snug and tight, and Shortall's fortune was made. The exertions by which the other sets of abstract books were saved were scarcely less brave and praiseworthy.

Jones & Sellers.—The books of Messrs. Jones & Sellers, which were also contributed to the joint library of archives from which the most of our land titles are now verified, were started at a later period than were either of the two sets referred to above. The founder of them appears to have been one Brown, who sold out to Mr. Fernando Jones, a wealthy and influential citizen, who has long dealt in real estate, but who has a soul above grubbing among musty records and plodding over dry and tedious indexes for the benefit of John Doe's title. Mr. Jones, therefore, soon (about 1866) associated with him Mr. Sellers, who became the working partner, and through whose assistance a set of books of original entry, indexes to tax sales and probated estates, and a larger amount of letterpress copies of abstracts were made out. These books, like those of the other firms named, were rescued by dint of great exertions from the consuming element, hardly any portion being lost in any case, except those least valuable, viz., copies of abstracts.

Consolidation.—The fire over, and every scrap of the public records gone up in the fiery whirlwind, the abstract men were not long in perceiving that they held the key to the land title situation. It was found that by combining their books a record could be made up which would afford not only a complete chain of title to every tract in Cook County, but would also furnish very full evidence relative to the effect of all judgments—in fact a thorough inquest could be made by means of these books into all the strong and weak points of possession, claim, or conveyance. The three firms therefore lost no time in forming an alliance, and in making themselves ready to serve the public.

It was found, on invoicing the property contributed to the pool by the several members, that Chase Brothers could furnish a valuable set of tract indexes, a set of judgment dockets and indexes, a valuable set of map copies, and some 30,000 pages of press-copied abstracts. Shortall & Hoard brought also judgment dockets and tract indexes, with different particulars from those of Chase Brothers, to which they were a supplement; also indexes of tax sales, and 75,000 to 80,000 pages of abstracts. Jones & Sellers had books of original entry, 75,000 pages of abstracts and indexes to sales of school-lands, administered estates, etc.

Legislation.—The Legislature, however, assembling almost immediately after the fire, and continuing in session, with brief intervals, until the following summer, was disposed to enact a great deal of law for the benefit, or the supposed benefit, of Chicago land titles. All sorts of propositions were made, the most of them very absurd, and some of them approximately practical. Hundreds of columns of discussion were printed on the subject in the daily press, not so much from the editors as from those well-known and unquestionably sapient writers, "Tax Payer," "Justitia," and "Pro Bono Publico." The Legislature wisely refrained from enacting any sweeping law, such as was at first thought to be necessary; and it likewise adopted, as the basis of its action, the popular idea that the solution of the difficulty lay somewhere in the abstract books. To prevent private extortion, and to place the county in possession of some sort of an apology for its missing archives, it was proposed that the county should become the possessor of the abstract books; and a law authorizing the county to purchase the books was finally passed. It was also enacted that an abstract of title made by a reputable firm for a party in interest in any particular conveyance should be received in court as evidence of title.

This is about all that ever came of all the talk, and all the

"Reams of paper, floods of ink,"

that were wasted in the gestation of a law that was to be the only panacea of all the title troubles. The result has proved that the business community has righted the matter by means of its own recuperative instincts, regulated only by the unwritten law of commercial probity.

A Hiatus in Business.—The law authorizing the purchase of the books by the county also prohibited the owners of the same from

issuing any certificates of examination from May 1st to December 1st, 1872—a prohibition which might be very easily evaded, and was, to a considerable extent, by the abstract men giving *opinions* on titles, as lawyers, which we may add, were charged roundly for, and the business therefore kept light.

Then ensued a long period of dickering and bargaining between the county authorities and the owners of the coveted books. The latter would have sold out their whole stock in trade for \$750,000, but this price the county authorities deemed exorbitant, and a great many alternative offers were made on either hand. The Judges of the Superior and Circuit Courts of the county were asked to investigate the matter, and they reported at the end of August that all the offers thus far made by the county (for certain parts, not the whole, of the books) were unwise; also that the county had better buy the complete set if it should buy any. The county concluded not to buy any, the price asked being deemed exorbitant. The result is, the public is voluntarily paying out more than two thirds as much *per year* to this single concern for abstracts as the outside price asked by the owners for their entire set of books.

The Books Leased.—On the 1st of December the abstract men were allowed to go on with their business, which they did by leasing the books for a term of years to Messrs. Hardy, Simmons & Co.. This firm commenced business at once, with a force of over seventy men, and so great was the demand for examinations of title that within a month they had accumulated seven hundred orders more than they could fill at once.

Facts About Abstracts.—The following interesting facts relative to their business were published in “The Times” of sometime last January :

“ This order is numbered and filed ; the applicant makes his exit, and the order goes on its way through the mill. “ The Times ” will not undertake to guaranty that the order of John Doe, a stranger to the conveyancing fraternity, will go through just as rapidly as the order for a certificate upon which Potter Palmer is going to get a \$100,000 loan or convey that amount of property, thereby stopping \$50 a day interest. At all events, it goes through some time—and this is what it goes through :

“ First, it is brought in contact with Chase Brothers’ valuable old Tract Index—a sort of ledger, in 200 or more volumes—whereby the corner of each tract of land is traced through all its vicissitudes of mortgage, quit claim, warranty, etc., and a “ chain of title ” made out. It is then taken around into another room, where, safe in a vault, repose another precious collection of volumes—46 in number—called

books of original entry, and another series, comprising 200,000 pages of letter-press copies of abstracts, made out by the firm of Shortall & Hoard previous to the fire. The incipient "abstract" is enriched by reference to each of their collections, after which the clerk having it in charge consults an index of irregular conveyances (meaning quit-claims of right or interest in property which is not located in the instrument, and which is only distinguished in the index by the names of the grantors and grantees). He next consults a set of books in which chattel mortgages are recorded, since it is quite possible that a house or household may have been mortgaged away by some party other than the owner of the land. After this, there may be need to consult another enormous set of bulky volumes, in which are recorded all the judgments of the Chicago courts wherein real estate is concerned. The extent of the record may be inferred from the fact that, on the Friday noon preceding the fire, the Circuit Court of Cook County had passed 39,396 such judgments; the Superior Court 36,376; the United States Circuit Court about 10,000, and the obsolete Court of Common Pleas 21,343 — all of which are transcribed with their most essential details in these books. When all this is done, the first draft of the abstract is carefully copied and handed to Mr. Simmons, of the firm, for his examination. The signature and seal of the firm are then affixed, and the certificate of examination is ready for delivery.

"This document is of precisely the same nature, and quite as comprehensive as those given before the fire. The price charged is rather higher than then ruled, and the unsophisticated grantor will probably grumble at the amount, and wonder where those abstract sharks will go to when they die. The "party of the second part," however, takes a different view of the subject. The "abstract shark" will remind you, for instance, that in the first place, the property which he has placed at your disposal for this occasion is worth at least three-quarters of a million dollars, the annual interest upon which is at least \$75,000, as times go; that, in the next place, his help costs him at least \$125,000 a year, and that, at this rate, the annual expenses of this firm are just equal to what he will tell you were the receipts of 1872, viz.: \$200,000. Furthermore he will ask you if you read 'The Sunday Times?' You reply 'yes,' and he rejoins, 'Then you have noticed that the total sales of real estate in 1872 were \$61,000,000 — absolute sales, mind you. Now add to that an equal amount for mortgages made in obtaining loans, and which require examinations of title, equally with warranty deeds: total \$122,000,000. What percentage of that amount do our charges amount to? Less than one-sixth of one per cent. You can't get titles examined in any other city, and a certificate furnished which makes the property marketable, for three times that sum.' And then the abstract man proceeds to compare his meagre pittance with the commission charged by architects for telling a landlord whether or not his building will stand, just as he (the abstract man) tells the said landlord whether or not his title will stand; or with the real estate broker's charge of 2 to 5 per cent. for negotiating a sale, and the chances are that the grumbler will leave that abstract man with a sigh of pity for his severe and unrequited toil."

Prices, etc.—The force employed in the office has since been increased to 115, subject to slight reduction in dull times. The number of orders for examinations filed between Dec. 1st, 1872, and

Oct. 21st, 1873, was 8,408. The price charged for abstracts varies greatly according to the length of the title and the nature of the examination. For what is called a full abstract, going back to the patent from the State or National government, from \$30 to \$250 will be charged; for a mere continuance, the minimum charge is \$12; and the average of all the charges (from one-fourth to one-third being for full abstracts) is found by examination of the books for the last quarter to have been \$42.33. The most expensive abstract ever ordered from this establishment was that made out not long ago for the Riverside Improvement Company, for which \$3,125 was paid.

There are two or three other abstracting firms in Chicago, who are able to command a considerable patronage for examinations not reaching back past the date of the fire.

As already intimated, the evidence of title furnished by the means above recited are generally accepted without question both by residents and non-residents. Upon them millions of capital have been loaned, and millions paid down as purchase money. There is no question but that the county ought to possess the only archives which show the ownership of its lands, and to furnish abstracts therefrom at a mere trifle above the actual cost. Nevertheless, the fact that these archives are still private property has not yet interfered, and does not now threaten to interfere with the free and convenient conveyance of land.

EPISODES OF TRADE.

Golden Opportunities Improved and Neglected by a Young Speculator in the Early Day — Humiliating History of the Most Aristocratic Tract in Chicago — Land Investments in Hard Times — A Speculation in 1852, when Eighteenth Street was a Mile and a Half Out of Town — The Wentworth Tract and its Neighbor to the East — Money that was Made in Them — A Transaction in Boulevard Property — Washington Heights, and the Brilliant Operations Thereabout — Thirty-fold in Seven Years — Twenty-four Thousand per cent. Profit — The Northwestern Car Shop Syndicate and its Operations.

WE shall record in this chapter a few of those many hundred operations in real estate whereby large profits have been made either very quickly, or upon very small investments, or in some cases where those profits have been forfeited through the lack of cash or courage on the part of the would-be buyer. The chapter might easily be extended so as to occupy this entire volume; and, indeed, we have been obliged by pressing space to omit many "episodes" noted down as worthy of preservation. Enough are given, perhaps, to show how things have been working at almost every period of the history of the city.

John S. Wright's Experience.—Mr. John S. Wright, one of the oldest inhabitants of Chicago, gives in his book on Chicago (published 1868) full accounts of his experience as an owner of real estate. Mr. Wright has been less successful in this respect than his brother Timothy (now one of our wealthiest men), having a little too much theory and too little practice in him; nevertheless his operations are well worthy of notice. Mr. W. began here as early as 1834, while a mere boy, his personal credit and his known connections serving in lieu of legal responsibility to make his notes acceptable. The fact is, at that time Chicago real estate was not so precious as to make its holders hesitate long over the quality of the property for which they exchanged it.

In 1834, then, this boy bought lot 4, block 17, original town, 80 by

150 feet, for \$3,500 — a good round price, as everybody said. Fifteen months later he sold it for \$15,000 cash, which was an exceedingly good price for the times. The highest value to which the same property has since risen (it lies on South Water street, north front, between Dearborn and Clark streets) can scarcely have been more than \$120,000.

Quite different, however, is the career of another tract bought by Mr. Wright a day or two afterwards, viz., on the 11th March, 1834. for the same sum — \$3,500. It comprised 73 acres in the west half of section 4, original town, and 17½ acres on the South Branch. The 73-acre tract is worth to-day at least half a million dollars, and the tract on the South Branch (if we do not misjudge the location) but little less. The value of the South Water street lot has been brought down by the fire and the *centrifugal force* of business in Chicago, to less than \$80,000, while the same and later events have brought the other property up to a much higher figure than that placed upon it in 1868 by Mr. Wright — \$500,000.

Four Thousand Dollars for \$2,500,000 worth of Property. — Still more instructive is the next important venture of this operator — the purchase of 43.87 acres in section 22, lying between the lake and State street, in the vicinity of Eighteenth street, at \$80 per acre. This investment was also doubtless laughed at as a visionary one; but in five years the value of the tract had so increased that a mortgage on it and certain other property named below was taken at the State bank as security for a note of \$10,000 (notwithstanding the crash of '37). So demoralized was the real estate market during those years of general financial distress, however, that the inevitable mortgagee's sale realized only \$4,000 for the whole property. In 1868, Mr. Wright estimated the value of the land at the then current prices at \$1,750,000; and it cannot to-day be worth less than \$2,500,000, while the improvements that have been placed upon a single square of it will reach at least half that sum. We thus see the extraordinary spectacle of a tract of ground now mortgageable, with its improvements, for (say) \$8,000,000, selling under the auctioneer's hammer, a generation ago, for a paltry \$4,000. Imagine John S. Wright, possessor of the fee simple of the domain which embraces the princely palaces and spacious grounds of Messrs. Daniel Thompson, Marshall Field, Edson and Elbridge Keith, Louis Wahl, Fernando Jones, C. M. Henderson, George Armour, "and 100 others," "shinning" around from broker to broker to get a loan of a few

thousands, and vainly offering to convey the whole domain by the strongest of trust deeds as security for the loan, at no matter what rate! Imagine the alacrity with which John S. Wright would be kicked out of any business office in which he had ventured to predict that this sandy tract would within his day be covered with residence palaces, any one of a score of which would be superior to any then known on this continent.

Dirt Cheap.—In January, 1835, Mr. Wright bought the forty acres which now forms Butler, Wright & Webster's addition, on Franklin and Market streets, North Division, for \$4,000. The land embraced in this tract would now bring, without improvements, \$1,500,000.

Another tract which was gobbled up by the State bank on that \$10,000 note was an eighty in section 34, bought by Mr. Wright in 1835 for \$800, and now worth on an average \$100 per foot, or \$16,000,000 for the whole tract.

Real Estate in Tight Times.—A half dozen other operations of Mr. Wright's, showing equally fascinating bargains (from to-day's point of view) are mentioned by this bold but unpractical operator, who adds pathos, as well as instruction, to the tale by recounting how all his possessions were swept away by the crash of 1837. The lesson to be learned from this experience is not, what the superficial reader will be most likely to derive, that real estate, even in a growing city, is very hazardous, though very promising property to hold. The correct inference from this experience is that *in the long run*, real estate investments are the safest as well as most profitable; and that, to ensure this, one has only to exercise ordinary forethought (which Mr. Wright usually did not) and not carry a large indebtedness from year to year without rents to meet expenses, and without resources to stave off a foreclosure in case of a financial pinch. The man who came to Chicago and bought at any time between 1840 and 1853 would have a much better showing of advancing prices between those dates and the present than Mr. Wright makes above. Financial disasters like those of 1837 and 1857 have to be taken into the general account in all calculations as to investments; and no investment which promises good rates of interest or profit is sure against them. Most sure of all is real estate in a growing city, the inevitable metropolis of a growing country; for whatever your land may be owing you in such a time, it will pay sooner or later. It cannot leave the country or go through bankruptcy, like a personal debtor, or dissolve into thin air like an unstable corporation. Though

it may be under a cloud for a few panicky years, you always know where to find it. It may be as absolutely unsalable as an odd shoe, and an old one at that, but it is sure to rally by and by, and to sell for a price that compounds handsomely on the sum originally invested.

How to Handle Land with an Incumbrance.— This applies to land which is only slightly, or not at all, incumbered. If one must go in debt for a portion of the purchase money — that is, if he wishes to realize a large profit on a small investment — he should, for safety, no less than for larger profits per annum, turn his property as rapidly as possible, and to that end he should either be an expert buyer and seller, and enter the center of real estate circles himself, or else act through brokers who have these advantages, and who will be able to prompt their principal on every good opportunity to buy, sell or exchange. There are non-resident capitalists who have made hundreds of thousands of dollars each in Chicago during the past twelve months, with scarcely a single visit to the scene themselves; and there are real estate brokers here who are able to say, after twenty years' business in this line, during which they have bought and sold \$50,000,000 worth of property, that no customer who bought and sold on their judgment has ever netted a loss. And it should be borne in mind that this statement covers a period which includes two of those dreaded financial crashes — the panic of '57 and the currency explosion and real estate depression of the early part of the war.

The First Car Shop Speculation.— The movement in Section Ten of the Town of Cicero, which attracted a good deal of attention last summer and winter, and which had for its object the establishment of very extensive railroad shops in the quarter named, and a consequent appreciation of values in the vicinity, had its earliest Chicago counterpart or precedent in the summer of 1852. At that time the American Car Works (since purchased and now operated by the Illinois Central Railway Company) were established here by a company of Connecticut capitalists. Their location was "away out on the lake shore," fully a mile and a half from the settled portion of the city. By the early part of the next season blocks that had been bought at the Canal Trustee's sale at \$100 to \$200 per acre were bringing \$2,500 to \$4,500 per block of two to three acres (as then subdivided), or \$5,000 to \$7,500 per block as they stand now. The location specified is no longer "a mile and a half from anywhere" — at all events,

it is sufficiently near to "somewhere" to render the land thereabouts very firm at twenty-five to thirty times the prices of twenty years ago. The land lies east of Wabash avenue and north of Twenty-sixth street.

A Profitable Tract.—Nor did the chances for good bargains all cease with the flush times preceding 1857, and the subsidence of those good angels of the real estate speculator, the Canal Trustees and School Board. In the fall of 1865, Col. Geo. R. Clarke had in hand a tract of twenty acres lying between State Street and Indiana avenue, and south of Thirty-first street, which he managed to sell to some enthusiastic persons for \$54,000. The buyers held the land but a few months before they were able to sell it out in blocks for \$108,000. This was not quite eight years ago; and though the price has not doubled up every "few months" since that time, it has much more than quintupled once during the period. So has the large Wentworth tract, which the beforementioned parcel adjoined, and which was disposed of by its colossal proprietor at colossal profits—enough to balance all that he makes (?) on his Chester pigs and Dominique fowls at Summit and his political campaigns in the city for years to come.

Subdividing the Wentworth Tract.—A fifty-seven acre parcel of Mr. Wentworth's land, lying between State street and Wentworth avenue, Thirty-first and Twenty-sixth streets, was bought in 1866 by Messrs. George and Charles Walker, and Mr. Sheldon, of Springfield, for \$100,000. It was regarded as an uncommonly good sale; but the purchasers were able, after subdividing, and without any considerable expense, to sell out the whole within two years for \$258,000.

Let us follow the retailed parcels down four or five years and learn a lesson from their history. The lots brought \$400 a piece on the average; but those, say on Wentworth avenue, which brought this price, are not now worth more than \$1,500 each, while the lots on State street, in the same subdivision, which then went for \$550 each, now command \$4,000. It was known as well then as it is now, that State street was the great retail thoroughfare of the South Division, while Wentworth avenue was a mere local street; but average buyers can not make their purses comprehend what their tongues are ready to admit.

A Boulevard Speculation.—One of the sudden developments of wealth incident to the location of the South Parks, and a case which shows how a man may have greatness thrust upon him, had for its

subject an eighty acre tract lying between Forty-third and Forty-seventh streets, north and south, and between Cottage Grove and Egandale avenues, east and west, with the Drexel Boulevard running smack through it. This tract was owned in September, 1868, by the Murray estate of New York. At that time George R. Clarke made an arrangement with Charles Stinson, an Englishman of some means, to purchase the land at \$80,000, the price asked by the Murrays; Stinson furnishing the means, and Clarke doing the work and allowing his partner eight per cent. interest — both sharing the profits over and above that, and other expenses. As it turned out, Stinson furnished no money at all, Chas. H. Walker having been admitted into the ring as capitalist. Some \$25,000 more was spent to perfect the title and make certain improvements; and within four months from the time of purchase, Clarke had sold the east half for \$27,000 more than the whole had cost. The balance is still owned by the same parties (the interests having been divided), except ten acres which Mr. Walker sold for \$100,000 — a price since excelled 65 per cent. by the same block at retail under the hammer; and \$15,000 is certainly the lowest at which any acre of the property could now be purchased.

John Brougham's Twenty Acres. — Another case or two will be added to those already given illustrative of the hundreds of cases where property inside of, or quite near, the city limits, has been very quickly and very profitably sold out at retail. There was the twenty acres bought by T. S. Dobbins of John Brougham, the actor, six years ago last July, and bounded by Cottage Grove and Charles avenues, Forty-first and Forty-second streets. The price paid was \$20,000, one fourth cash and the balance on time at six per cent. In five months all was sold out in half acre lots for \$57,780, and the same land is now selling at \$75 per front foot, or about \$16,000 per acre. This was not a park speculation, but an investment founded on the inevitable growth of the city.

A Cottage Grove Transaction. — From the year 1866 until the time of the fire there was a very rapid advance in values in the Cottage Grove district, situated east of Indiana avenue and south of Thirty-first street. To exemplify this we are permitted to cite an operation very much like many others in the neighborhood, viz., the purchase by Col. George R. Clarke from John L. Scripps of eight acres lying on Oak avenue (corresponding to Thirty-sixth street). The price paid was \$21,000, cash. In five months from the date of purchase,

Col. Clarke had sold out at prices ranging from \$30 to \$35 per front foot, and aggregating \$58,720. "A fortunate turn," the reader suggests. Perhaps Clarke was of the opposite opinion the other day when he sold one of the original lots at \$125 per foot—a price which yields fifty per cent. profit per annum for six years on his original investment, with an average expense for taxes of two and one-half per cent.

Equally successful were the operations of Mr. Chas. Cleaver a little farther south, in what is known as Cleaverville, of which he bought a large area in 1866 and 1867, at \$625 per acre, and had disposed of nearly all of it previous to 1871, at prices ranging from \$60 to \$100 per front foot.

The Blue Island Land Company's Operations.—The operations of the Blue Island Land and Building Company may be briefly summarized. This organization set out in 1868 with \$35,000, cash, with which they purchased, at about \$100 per acre, a large tract situated fully twelve miles south of the Court House. This tract they named Washington Heights—a name that was subject to some sneers from those who first visited the tract to attend an auction sale advertised in the summer of 1868—this being, of course, before the rather sagging, though well elevated plateau had been drained by means of sewers.

What have the company now to show for their investment in this far-off country place? Well, not much. Nothing except dividends, actual or practicable, amounting to \$780,000, and one hundred acres of land readily marketable at \$1,500 per acre: in other words, a clear profit of \$895,000 on their original investment of \$35,000.

One land holder in this vicinity has made, as is estimated, little if any short of half a million dollars by the advance in prices of land in this vicinity. For this gentleman, about the time of the company's purchase, Col. Clarke bought thirty-seven acres, at less than \$75 per acre; and the owner has marketed eleven acres of the poorest of it at something over \$1,000 per acre. If he should hang on to the rest of it for two years longer, and the anticipations of the most candid and experienced brokers who have made this property a specialty should be realized, he would be able to take \$175,000 at that time for the remaining forty-six acres.

Transactions of Bowen Brothers and Others.—The price paid by Bowen Brothers, in 1864, for the one hundred and twenty feet afterwards occupied by their store, on Randolph street, between Wabash

and Michigan avenues, was \$450 per front foot. Before the fire the value of the land had increased to \$2,000 per foot, but is scarcely more than \$1,500 at present, owing to the increased room taken possession of by the heavy wholesale trade which has there its habitat. The rentals at the time of the fire paid nineteen per cent. gross on the land at \$2,000.

For eighty feet at the corner of Madison street and Michigan avenue, the same parties paid \$250 per front foot in 1865; and, despite the same influence alluded to above, the ground is now easily worth \$1,500 per front foot. It should be understood that these are by no means *exceptional* cases. They are in no wise different from hundreds of other ordinarily sagacious bargains made from day to day.

Outside the business quarter, however, the record is always more brilliant. For land north of the Calumet that is now withheld from the market, but which will doubtless be marketed within two years (by the Calumet C. and D. Co.) at anywhere inside of \$10,000 per acre, Col. Jas. H. Bowen paid, in 1868, \$60 per acre; and all the land around, and including the watch-making village of Cornell, could have been bought, at any time down to 1868 or 1869, at \$50 per acre.

Senator Logan, and Others, at South Englewood.—In July, 1871, Doctor C. V. Dyer induced Senator John A. Logan and Col. Bowen to buy a half-interest in a farm held by the doctor, at what is now South Englewood, on the Rock Island railroad. The price named in the contract was \$500 per acre. While the buyer of another fractional interest was getting his money ready for the cash payment precedent to the deed, however, the fire came on and scared the buyers all out of their trade. Hence the farm had to be sacrificed to Sisson & Newman, three months later, at \$650 per acre, these people in turn sacrificing it, some three months afterwards, at more than double the cost, after selling out a good many village lots. To make the "sacrifice" more complete, the partner who backed out of the purchase at \$500 has since bought some of the same goods at \$2,600 per acre!

Thirty-fold in Seven Years.—On the 20th of March, 1866, Mr. John K. Rowley purchased the north half of block 31, canal trustees' subdivision of section 33, a little distance cityward from the stock-yards—inside the city limits. He paid for it \$3,845, and it is now salable for \$100,000. The same is to be said of the south half of the same block, which was bought in July, 1868, for \$15,000.

Twenty-four Thousand Per Cent. Profit.—Perhaps the largest disproportion between paying and selling prices ever known in this part of the country is that noted in the summer of 1873, in the case of a tract in the town of Calumet, long owned by the late Walter L. Newberry, and descending to his heirs with the rest of his estate. The price paid for the ground was \$1.25 per acre — the government price; and it was not sold until it brought \$300 — 240 times the cost price. Probably this case is nearly equaled by several others, in which the original takers-up of government lands at prices from \$2.50 to \$5.00 per acre, have received from speculators as high as \$600 or \$800 per acre. And perhaps Mr. William B. Ogden can beat it clearly with some of his land to the west of the city, which was, we believe, obtained from the government, and which is now on his hands, and worth from one to ten thousand dollars per acre.

Mr. Ogden could not in 1865 see the beauty of buying at \$80 an acre a certain 80-acre tract in section 3, town of Cicero. It was offered him at that price for a third party by Mr. Thomas D. Snyder, of Snyder & Lee, who knew that Mr. O. owned the ground on both sides of the tract in question. As the same tract has since been sold at \$2,800 per acre, it must be inferred either that the great millionaire's financial forecast failed him for once in this case, or else that he had made all the money out of Chicago land that he cared to make.

The Northwestern Car Shops.—Being in section 3, town of Cicero, which adjoins section 10, we may as well stop a moment to mention the very extensive operations which were carried on, chiefly in the latter section, during the summer of 1872 and for some time following, with reference to locating there all the central shops of the Northwestern railway corporation. The scheme was a vast one, since it embraced, as nearly all such schemes do nowadays, a combination among officers of the road and useful outside parties for speculating upon the results of such an important movement. A syndicate was formed, to share the burdens and profits of the speculation in land, and a skillful manager, Mr. Joel D. Harvey, assisted by Mr. W. M. Derby, went to work to secure refusals on the lands thought to be necessary. This business was managed so well that contracts for nearly 1,000 acres were secured at less than \$1,000 per acre, notwithstanding the land lies close under the walls of the city. The 240 acres required by the company were measured out to them, and the syndicate then came before the public as the West Chicago Land Company, with subdivided lands for sale to the rail-

road company's employees and the public at large, at prices treble to sextuple those paid by the syndicate. The members of the Land Company consist largely of Northwestern railway officials. The expenses at the outset were very large, and the income thus far has been small; but there is no doubt (complete arrangements for meeting deferred payments on the lands being presupposed) that the dividends will be large during and after next year.

Speculation at Washington Heights.—Under the head of the several suburbs will be found a great many memoranda of large and quick profits realized by operating in land within or near each of those suburbs. Prominent among such speculations are those which have been carried on in the vicinity of Washington Heights—a district which has been more speculated in during the past year than any other anywhere around the city. The transactions of which a single half interest of a half section in section 5, town 37, range 14, has been the subject, were thus recounted in “The Sunday Times” of one day last summer (1873): “That piece of land is a good example of Washington Heights acre property, only perhaps a little more so than the most of such tracts. It has been sold eight times within the past four years by a single firm—Snyder & Lee, and at prices which have ranged steadily upward from \$68 per acre to \$1,375 per acre. In January, 1868, George H. Beardslee sold this land, with other adjoining, for \$50 per acre. On Feb. 26 of the same year, Stevens sold to John F. Eberhardt at \$68 per acre. On March 4 following, Eberhardt turned over the half interest referred to, to Rankin & Braley at \$100 per acre. On the 22d of February, 1860, Rankin & Braley transferred it to O. A. Bogue and F. A. Weage at \$150. On Oct. 22 following, Weage & Bogue sold it to John D. Platt for \$250. In August, 1871, Platt sold it to E. W. Eldridge at \$400. A month afterward Eldridge sold out to Maria E. Hilliard at \$450. Last March, Mrs. Hilliard sold to Isaac Crosby, of Massachusetts, at an even \$1,000, and Crosby has now contracted to sell it at \$1,375. (The holder of the other half interest, it may be added, has been offered \$1,500 per acre for his interest, and small tracts, only equally eligible, have sold at \$2,000.) These sales have all been for cash and deferred money payments, and all sales *bona fide*. The total of the purchase money negotiated by Snyder & Lee has been over \$450,000, and their commissions foot up at \$11,225. Pretty good wages for ‘turning over’ the teeming soil of a farm away down in the town of Lake.”

VALUES OF BUSINESS LAND.

Prices which Have Been Paid in London and New York — The Maximum in Chicago Does Not Approach Them — Highest Prices yet Paid for Chicago Ground — Cheapness of all Grades of Business Property — Probabilities Concerning Future Prices, etc.

THE most valuable ground not built upon in the city of London, according to an estimate in "The Times" of May 4, 1873, is worth £1,000,000 (or \$5,000,000) per acre. This is equivalent to \$135 per square foot; and it is obvious from the context that the estimate was for the private lots alone, and exclusive of streets and alleys. It is further stated that the current *rental* of land in Victoria street is £1 per square foot per annum, which gives about £25 per square foot as the capitalized value of the land. This holds throughout the street, which we infer, nevertheless, is not the most high priced street in the city; at least we may infer as much from the statement quoted above. There are no *data* at hand concerning the values which have been placed upon exceptionally desirable corner lots. It must be something enormous; and we have the general statement on the same authority ("The Times") that the value of land is usually to that of the improvements upon it as three to one.

Prices in New York.—Concerning selling values of the highest priced ground in New York, we have more exact figures. The best corner lots on certain streets south of City Hall have brought considerably over \$100 per square foot, notwithstanding the expansive tendency of business in that metropolis. The lot on which the Drexel building stands, corner of Wall and Broad streets, was only to be had at a cost of \$106 per square foot for the whole 8,927 feet — nearly four lots; and the price paid by the Western Union Telegraph Company for the lots upon which its new building stands was still higher — 7,500 square feet costing at the rate of \$113 per square foot.

Prices in Chicago.—The highest price realized in any transfer of

Chicago land recently recorded was \$25 per square foot. This price was paid for an irregular lot enclosing the southwest corner of Clark and Madison streets, and having two eligible fronts, with a total area of 4,400 square feet. But this is not the highest price *ever* paid for land in Chicago. The lot on which Mr. W. K. Nixon's fine building, at the corner of LaSalle and Monroe streets, stands, was purchased by Mr. N. in January, 1871, for \$119,000, the lot is 80 feet by 46 $\frac{1}{10}$, making the price about \$33 per square foot. The lot of Dr. Wheeler, on the northwest corner of Dearborn and Madison streets, was recently transferred to the City Savings Bank at the price of \$42,000. This lot is 20 feet by 40 in size, embracing a total area of only 800 square feet, so that the price was \$52.50 per square foot. The title has not yet been passed, but the bank company has a refusal of the land at the price mentioned, and has built in a style which indicates its intention to take the property.

Rentals indicate Higher Values.—It is not, however, by sales of this kind that we can best arrive at the actual value—even the market value—of the most valuable real property in Chicago; since that class of property is in almost every case so held as to be seldom transferred. Take the ground, corner of Dearborn and Washington streets, on which Kendall block is built. Its area is 3,600 square feet. Before the fire, it was rented in advance of its construction at \$40,000, and it now rents for at least \$36,000. This, at 10 per cent., represents a valuation, including the building, of \$360,000. The building is worth \$80,000; deducting which, we have \$280,000, or \$77.78 per foot for the value of the land. The strip on LaSalle street, corner of Monroe, on which Bryan block is built, affords another illustration. This piece, covering 6,400 square feet, and improved at an expense of \$100,000, rented at \$52,000 the first two years for offices. Reckoning as above, and deducting the \$100,000, we have \$420,000, or \$81.25 per square foot, for the value of the land. It may be claimed that the rent is exceptionally high on account of the scarcity of offices at the time it was completed; but if there is any allowance to be made on that score, it is more than balanced by the enhanced cost of building during the season of 1871-2. It must be admitted that the Bryan lot is an exceptional one, as is also the Wheeler lot—both having a great amount of frontage on good streets in proportion to their area. The Nixon and Kendall lots, however, are fair samples of corner lots; and these, judged by fair data, are to be quoted at far higher prices than that of the Willard

lot (concerning which last, it may be remarked that its purchase by Mr. Willard for \$100,000, two years ago, was one of the principal grounds on which the buyer was adjudged insane!).

A building which stands next to the Chamber of Commerce, and faces the Court House square has recently been erected by Messrs. Scudder & Edwards, in trust for others, and leased in detail at an annual rental which places the value of the land at \$28 per square foot; and the building of Chas. Busby and others on State street, running from the corner of Washington north some 200 feet, has also been leased in detail at an annual rental indicating a value of \$44.44 per square foot for the land.

But Little High-Priced Land in Chicago.— But while in London there are a dozen thoroughfares in which scarce any land can be had at less than \$100 per square foot, and while in New York you may traverse Broadway for miles, or Wall, Bond and Broad streets throughout their whole extent without finding a lot valued at less than \$50 a square foot, it will be found that in Chicago, high priced business property does not hold out for any long stretch. In our map of the city, an attempt is made to give in a rough way some idea of the areas within which business and fancy residence property reaches, for a maximum, certain graded prices per front foot. The very limited area within which it reaches the neighborhood of \$25 or even \$20 per square foot, is not marked out at all; for the former district would be three or four *spots*, at the intersection of State with Monroe, Madison and Washington; and the latter a few exceptionally eligible inside lots in the same vicinity, on State, Madison and Washington. Nor is the limit within which \$1,500 per front foot—say 100 feet deep for corner and 125 for inside lots—nor is the district within which that is the maximum price by any means one of very large area. The inevitable effect of the sudden destruction of the whole business quarter, and the uncovering of a square mile of business ground—all anxious to get into the market again as soon as possible—should seriously depreciate the selling value of this property.

Property Worth Over \$10 per Square Foot.— Fancy prices are not reached until either the available ground is all covered, or certain districts become so decided favorites with merchants as to create a strong pressure towards them. The former contingency has certainly not occurred in Chicago, and the latter in only a very moderate degree. State, Dearborn, Clark, LaSalle, Madison and Washington

streets have, by virtue of their honorable occupancy, their position as great thoroughfares, or the elegance and completeness of their reconstruction, established their title to be first-class streets, on which prices higher than \$10 per square foot for inside lots can be commanded (for a total frontage of not more than ten miles, or an area, say 140 acres).

Best Wholesale Streets at a Less Figure.—Off those streets, the prices now paid range entirely within that figure. Wabash avenue, Michigan avenue and Lake street, permanently first-class wholesale thoroughfares, already occupied by hundreds of the most elegant and substantial warehouses, still have plenty of well-lying lots in market at not more than \$8 per square foot, and in some cases as low as \$6.50 to \$7; and South Water and River streets, where a great volume of coarse traffic is transacted at small profits, are still cheaper; while Fifth avenue, Franklin, Market and Monroe streets, whose future as wholesale thoroughfares is pretty well assured and much fine building already done, sell at from \$5 to \$7 per square foot, the market being, except with regard to Fifth avenue, decidedly slow. On streets occupied by retail shops exclusively, a price for land higher than \$5 per square foot is unknown; while the average price of such lots is not above \$3.75 per square foot.

Business Done Cheaply.—These prices are not only suggestive to capitalists who have considered with us the vital force of Chicago and the probabilities of her future, but they also show under what favorable circumstances business is now transacted in this city. The humble shopman on the cheaper streets unites with a family or two upstairs in paying rent on land and building worth five to ten thousand dollars all together. The more pretentious retail dealer, on a rather important street, though outside of the wholesale quarter, pays about one-third (divers dentists, photographers, lodgers, etc., contributing the rest,) of the necessary rental on 20 front feet of ground worth \$10,000, and a building costing not quite as much. The average jobber pays for three or four floors of a store which cost \$15,000, upon ground worth \$20,000—accommodations which can well be afforded him at \$3,000 per year. The very large jobbers and retail “princes” pay what they please.

Thus it will be seen that the prices of eligible business property in Chicago are remarkably low in proportion to the amount of business done and in view of the prospects and present prosperity of the city. The first thought growing out of this circumstance is, that it

favors the general business of the city by enabling landlords to rent at low figures. The next thought is to inquire after the cause, which is very simple and obvious — the fact that, under the present style of building, and without entirely covering the burnt district, a much greater floor area of stores is now in use, or ready for use, than before the fire — hence the lack of present demand for land for commercial purposes, and the consequent lowness of prices.

The Future of Business Land. — The next thought suggested by the situation is, Will this surplus land be soon required by the inevitable growth of the city? And will it ultimately, on favorite streets, reach the prices commanded by such land in New York? The affirmative of the former question is easily granted; of the latter, not so easily. While almost any of the vacant business land in the burnt district of Chicago would be a good, sound investment, taking into consideration the rise in price of from 25 to 100 per cent. which all of it is sure to undergo within five years, and the revenue from rentals which the most of it can be made to produce within that period, it can hardly be expected that, even when Chicago has a million inhabitants, as New York now has, her Broadway (which is State street) will be commanding any such exorbitant prices as New York's Broadway now does — say \$8,000 per front foot from Wall street clear up to Twenty-third. No one street in Chicago will ever be favored to so great a degree as to bring the prices of its lots up to four or five times those of parallel and intersecting streets, though, of course, some of the influences of the concentration of first class traffic will be felt, and prices will doubtless be paid for business lots in Chicago within the next five years which have never hitherto been heard of.

On the wholesale streets, the maximum rates reached will scarcely pass \$10 per square foot, there being no special advantage of location which will cause a jobber to pay rent on more than this, rather than move on south or west; there being yet hundreds of acres of ground, reasonably convenient to dockage and railroad depots, which are already, by common consent, assigned for ultimate occupancy by the wholesale trade. Inasmuch as the greater part of this ground is now obtainable at \$5 or less per square foot, while that lying inside the very next stride of business expansion can be had for \$8 to \$10, and good mercantile rentals soon derived from it, the desirableness of this class of property as a medium of investment should not be difficult to appreciate.

We have said, and shall steadily maintain, that the peculiar to-

pography of Chicago, superadded to the daily increasing facilities for transacting business, as it were at long range, will tend to broaden the district within which prices of land are moderately high, and militate correspondingly against an extremely high figure in exceptional localities. Nevertheless, those who have studied the tendencies of business, know that there are certain absolute advantages to be gained by the concentration of houses in the same line of traffic, which will inevitably cause local pressures for rentals, and raise the price of the best business property in Chicago to a figure far above those at which such property is now held. In view, however, of the liability of such favored sections to shift from place to place in all cities, speculation based upon this fact is hardly any, if at all, safer than buying outside the highest priced quarter, and waiting for the tide of business and profit to approach.

STREETS OF CHICAGO.

Panoramic View of Principal Streets and Edifices—The Old Chicago and the New.

State Street. — This splendid thoroughfare, as one of the longest, the broadest, the most important in a business way, and the one on which the fine retail business of the city finds its maximum development, deserves priority of mention. It extends from North avenue and Lincoln Park, in the North Division, to a point far down toward the south end of the county, where the surveying-chain of man runneth not to the contrary—in all at least ten miles in a straight line, north and south. Of this stretch, the northernmost mile is occupied chiefly by residences of the better class, though the State street of the North Side is by no means the aristocratic avenue that no-thoroughfare Dearborn street is. It is well paved, however, and before the fire was well lined with stately elms, and honored with two or three large churches. The glory of State street begins at Lake, where the solid wholesale warehouses of the district near the river give way to the more showy stores which abound further south. These cannot be described in detail; let it suffice that from the alley north of Randolph to the alley south of Monroe—four long squares—there stands as good an exhibition of ornate, graceful, varied and costly business architecture as can be found in any equal space of a single street on this continent. Within that space are included the elegant new Windett building, the immense Busby building, with its 400 feet of frontage ornamented with colonnades carved out of the softly-tinted Cleveland stone; the Singer building with its huge front of marble, elaborately carved and massively laid—occupied by Messrs. Field, Leiter & Co., from basement to roof, for their retail dry-goods business; that rich, chaste monument of the “pre-igneous period,” the First National bank building, with Potter Palmer’s elegant stores adjoining it to the south; the splendid façade of Peter Page’s building.

flanked on either side by structures which combine to fill the east side of the square with the most imposing block of stores in the city.—the store of Richards, Shaw & Winslow being of the Lake Superior sandstone, very delicately carved; the rather striking structure occupied by Clement, Morton & Co., and surmounted by a dome and clock which attract the eye from a long distance; the



STORE OF FIELD, LEITER & Co.

modern and attractive store fronts to the south of that; the Pike building, scarcely less beautiful outside than it is gorgeous inside, with the fixtures and stock of the finest jewelry palace in the United States; and last and chief, the Palmer House, grandest of existing hotels and most costly of all Chicago buildings yet erected, or likely soon to be erected by private enterprise.

Engravings of several of these buildings are given in this volume. We make room also for a brief description of the Palmer House. The external appearance of this remarkable building is best shown in our engraving, which has already attracted the reader's

eye. Its construction was commenced early in July, 1871, and has not since ceased, except for severe winter weather; the force employed a majority of the time being on the average about 350 hands. The plan of the Palmer House was only evolved after several plans had been submitted to the proprietor, Mr. Potter Palmer, by the best Chicago architects, and after he had, with the architect selected for the purpose (Mr. C. M. Palmer), traveled over Europe and availed himself, not only of the hints of the architects there, but of the ideas to be gathered from the finest hotels in that center of civilization and luxury. The best hotels in Europe are probably the Grand, at Paris, and the Beau Rivage d'Angleterre, at Geneva. Mr. Palmer's determination was to eclipse them all, and the unanimous opinion of travelers is that he has done it.

First, we must speak of the substantial points characteristic of this hotel. The chief of these is the massiveness and solidity with which it is built. The edifice contains 17,000,000 bricks, of which over 1,000,000 go into partition walls. It has been said that the Palmer House contains more bricks than any two hotels on this continent, and more iron than all of them together—an exception being made of Mr. Stewart's immense Woman's Home, at New York. There are about 90,000 square feet of marble tiling in the floor of the building, and all the flooring is laid upon massive beds of cement, supported by I beams brought from Belgium, with intervening arches of corrugated iron. The precautions against fire are in all respects very complete. There are also about this hotel many novel and exceptionally thorough arrangements for admitting light liberally everywhere, avoiding unpleasant kitchen and closet odors, etc., which cannot be particularized here.

The dimensions of the building are, on State street, 254 feet; on Monroe street, 250 feet; and on Wabash avenue, 131 feet; total area covered, 72,500 square feet. This is necessarily divided up by courts, and of these, the carriage court, entered by *portes cocheres* from three streets, is 90 x 120 feet in dimensions. The facings of the several fronts are of gray sandstone, with the first story and *entresol* of massive iron castings, which alone cost \$100,000. Of the facing stone, 160,000 cubic feet were used.

The peculiarity which, after all, most impresses the visitor, is the more than palatial richness of the interior finish. The immense office of the hotel, 64 x 106 feet, and 24 feet in height, is wainscoted everywhere with Italian marble, studded with panels of remarkably rich

rose brocatelle marble, many of the natural mosaics exhibited in these panels being of rare and curious beauty. The wainscoting of the counter is the same.

The next feature on which the wealth of the builder has been most conspicuously lavished is the grand staircase of Carrara marble, springing from the ground to the uppermost floor, and constructed upon that wonderful self-supporting plan whereby each step has only to be fixed at one end — the whole stretching outward from the wall with apparently no support at all. The principle is a variation of the keystone, and is applied in only one other instance in America — Girard College. Some idea of the startling weight thus suspended in mid-air may be conjectured from the fact that at each landing (of which there are several to every story) there is a square block weighing 5,200 pounds. The intermediate stairs are solid blocks, and weigh perhaps 1,200 pounds each.

The total cost of the edifice falls but little short of \$2,000,000. The style of the furnishing is correspondingly elegant, and the bill for that item will be but little inside of \$500,000. All the front rooms, up to the fourth or fifth floor, are furnished with satin or velvet upholstery, Wilton or moquette carpets, and have elegantly carved mantels, on which stand clocks of bronze, gilt or or-molu, with other ornaments to match. The dining-room and other *salles a manger* are five in number, located contiguously to each other, and having a total area of 12,033 square feet. The principal dining room, 64 x 76 feet in size, is arranged so as to suggest an open Italian court, the sweep of the eye being relieved by massive fluted columns extending around the room, as if supporting piazzas. There are 700 rooms in the Palmer House, and the electric apparatus by which the occupants of each communicate with the office, includes nearly 100 miles of wire. Perhaps these figures are sufficient to give the reader a fair general idea of the largest and costliest hotel in the world.

South of Adams street, there is as yet but little that is noteworthy on State street. For a considerable distance the ground swept of its old-time shanties by the fiery breath of that October simoon, has not yet been covered by the structures of the imperial era. The most of the landlords hereaway are waiting on each other for concerted action with regard to street widening and paving; and this will probably come as soon as there is a really urgent demand for more first-class stores, which at present there is not. Still further south, viz.: beyond Harrison street, this thoroughfare is a most unattractive, nay,

positively forbidding resort, either for the pedestrian or the equestrian. Its road-bed is of cobble stones or of dirt, its buildings are mere rookeries, its shops, whisky saloons and variety stores of the third rate, and its dwellings, boarding houses and brothels. But we shall change all that some day.

South of Twenty-second street there is a moral improvement, but



SPRINGER'S BLOCK.

not an architectural one. The destiny of the street is doubtless to be the principal shopping thoroughfare for a mile on either side throughout its whole extent south of the river; and the shops will take their character from that of the section of the community to which they minister. Values of land on State street rise to perhaps the maximum now reached in Chicago, viz.: \$2,500 per front foot in the vicinity of Washington, Madison, and Monroe streets — a figure that has hardly been commanded since the fire, though rentals much more than justify it.

Wabash Avenue. — This avenue, lying next east of State street, was long the finest residence thoroughfare in the city, and had the

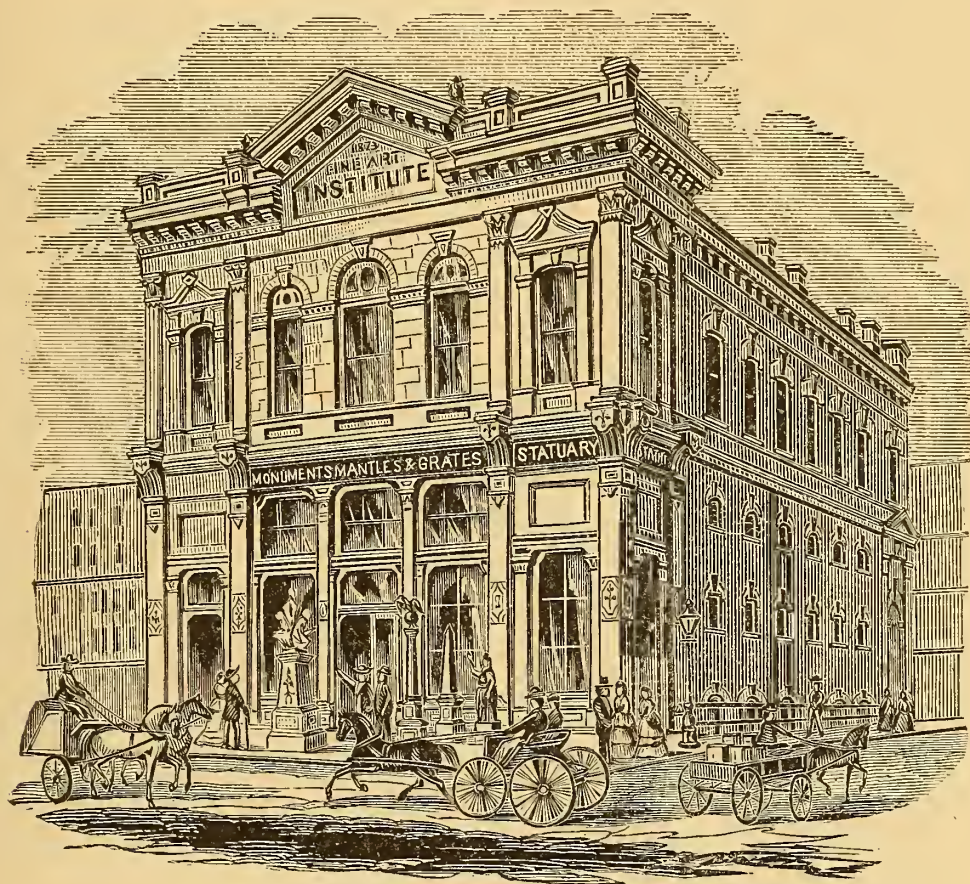
advantage of being early laid out in a style appropriate to a high degree of elegance. The march of improvement, however, fixed a different destiny for it, and the episode of October 9th hastened the change. Many of its homes, which still remained such, were swept out of existence in the great destruction, and the remainder, lying north of Twenty-second street, were, almost without exception, invaded by Trade during the hurrying week which followed.

It was at first believed quite generally that Wabash avenue would at once become the favorite seat of the first-class retail and wholesale trade, *i. e.*, the Broadway of Chicago; and building commenced very promptly and vigorously towards this end. It was soon stayed, however, and the class of business referred to has now settled back in almost exactly its former quarter, — the showy stores on State street, well down town, and the more than substantial ones at the foot of Wabash and Michigan avenues. There they establish the foundation of a grand wholesale traffic district, which will extend gradually southward and make Wabash avenue in time all that it aspires to be; but the process will be slower than was first calculated upon, and the character of the architecture and the traffic which it accommodates, will be less brilliant, though not, perhaps, less rich.

Wabash avenue can already boast some splendid business architecture, which extends in two almost continuous lines as far south as Adams street, with but few interruptions as far on as Congress street, where the line of the burnt district crosses the avenue from the southeast. Among the finest of the buildings are Peter Page's block and the Wabash avenue front of Potter Palmer's Grand Hotel, while along both sides of the avenue, from Washington to Congress street, are many store fronts made splendid by show windows of plate glass in unprecedented sizes, through which are seen, as vividly as if it were in the open street, collections of costly merchandise which realize in their marvelous beauty the tales of Aladdin's palaces. A very showy and withal somewhat remarkable store front, is that of Giles Brothers, which presents various Egyptian designs in various kinds of carven and polished stone. Aiken's Theatre and the Post Office — a church metamorphosed for the temporary purpose — are among the noteworthy structures north of Harrison street.

South of that dividing line, the former residences of the aristocracy still remain — some of them still occupied as shops, but the most of them given over to that close follower-up of retreating aristocracy, the genteel boarding house keeper. This is the rule to Twenty-

second street—south of which the avenue is an elegant residence thoroughfare, and will remain such—though less so than Michigan and one or two other avenues to the east—through a long period of Chicago's future. Prices of Wabash avenue real estate during the past year have been low as compared with some former periods. Probably \$1,250 per front foot would command almost any vacant



FINE ART BUILDING.

business lot now for sale south of Washington street. The best price obtainable for residence property south of Twenty-second street, would be \$250 per front foot.

Michigan Avenue.—The history of Michigan avenue corresponds in many respects with that of Wabash avenue. It is not five years since there were still remaining on this thoroughfare, between the river (which is here bridged) and Washington street, a considerable sprinkling of the old-time palaces of the prairie princes; and not merely that, but a still more interesting relic—some of the barracks of the old Fort Dearborn. If any of these primeval palaces were still remaining at the time of the fire, that affair certainly made a

sudden end of them, and their place has been filled by wholesale warehouses devoted to the grocery, hardware, and other heavy lines of business. These extend as far south as Madison street, beyond which the new *regime* of Michigan avenue is not very fully illustrated. Michigan avenue has in Rush street and its bridge a practical prolongation to the point in the North Division where the latter street strikes the lake and terminates.

The Exposition Building is the most conspicuous structure on this avenue, occupying the entire frontage of two squares and a street, viz.: from Monroe street on the North to Jackson street on the south. A faithful likeness of this Chicago wonder is shown upon the margin of our county map. The "wonder" of the affair consists chiefly in the speed with which the building was contracted for, built, and thrown open to the public after its construction had been determined upon. It was not until the 16th day of June, 1873, that the first blow was struck toward excavating for the foundations of the building; and on the 25th of September the exhibition was in full blast, in its palace of brick and iron and glass. A brief description of this edifice follows.

It has the form of an elongated ellipse, being, without the additions, 800 feet long by 200 feet wide, the floor area being 243,936 square feet, or 110,936 square feet more than that of the New York Crystal Palace of 1852. The immense vaulted roof of the building is supported by trussed arches of wooden framework, thirty-one in number and each 150 feet span. The walls, to a height of twenty-five feet, are of brick. Above them comes a course of roofing, 33 feet and oblique; a course of glass, 17 feet, and oblique; a course of roofing covered with tin, 56 feet; a course of glass, 9 feet high, and perpendicular; and finally, a course of tin roofing, 14 feet, to the ridge or apex. Above all this, at the center, projects the grand central dome, 60 feet in diameter, and 165 feet in height. There are also domes at the two ends of the building, each 48 feet square, and rising to a height of 140 feet. The space upon the main floor is arranged in concentric ellipses, as at the Paris Exposition of 1867, the steam power for machinery being placed near the north end. A gallery containing an aggregate of 57,000 square feet of flooring, extends clear around the building.

Some idea of the magnitude of the Exposition building may be formed from the following figures: The edifice contains 3,000,000 feet of timber and lumber; 1,716,000 bricks; 4,200 cubic

feet of stone; 150,000 square feet of tin; 40,200 square feet of glass, mostly the ribbed plate glass used in the skylights; and 14,000 feet of gas pipe, much of it three inches in diameter. Into the construction of the building went 3,744 days of mason work, and 13,200 days of carpenter work. The total cost was but a few dollars one way or the other from \$250,000. It may be added that



GEORGE A. SPRINGER'S RESIDENCE.

the enterprise has already proved, like most Chicago public enterprises, an unequivocal success. The daily attendance — during the first three weeks of exhibition constantly increased from 15,000 or 20,000 per day, and on some days reached as high as 70,000.

— To return to Michigan avenue. There are but two noteworthy business structures south of the Exposition building. These are the Gardner House, first of the new first-class hotels to rise from the ashes, and the one which boasts an uninterrupted lake view, and the Fine Art Building, illustrated above.

To the east of the avenue, for a mile along the lake shore, stretches

Lake Park, a 40 acre tract, now being converted into a beautiful public pleasure ground — the only one in the business quarter of the city. The destiny of the section of Michigan avenue facing the park and the lake is reserved as yet, to await the upshot of certain disputes between the Illinois Central railway corporation, the city and certain individual property holders, relative to the right of the railway com-



JAMES BOLTON'S RESIDENCE.

pany under a State statute of four years ago, to come in and take a portion of the north end of the park for its depots and yards.

The really choice residence quarter, on Michigan avenue, commences as we go southward, at a short distance south of Sixteenth street. Thence to the point where the business of Twenty-second suddenly interrupts it, the house architecture is of a class to show to most imposing effect, especially in view of the unusual width — 100 feet — of the avenue. South of Twenty-second street the tide of fashion and elegance sets in again, and is rapidly pushing southward, with no known obstacle to stay its progress.

Values upon Michigan avenue, north of Sixteenth street, range rather below those of corresponding points on Wabash avenue. South of that, and especially south of Twenty-second street, the rule is reversed. Residence lots in the vicinity of Twenty-fourth to Twenty-sixth streets, command \$300 and upwards per front foot.

Indiana Avenue.—This avenue does not, like Michigan and



NO. 924 PRAIRIE AVENUE.

Wabash, penetrate the center of the city. It commences at the lake shore, in a maze of railroad turnouts, north of Fourteenth street, and runs uninterruptedly southward, becoming at once a highly respectable residence avenue, albeit traversed by a horse railway which some of the patricians have struggled bitterly against, but which others, equally devoted to the high reputation of the avenue for elegance, have favored with equal zeal.

The maximum price obtainable at present for Indiana avenue lots is probably about \$300 per front foot—this in the vicinity of Eighteenth and Nineteenth streets, where the avenue lies near the high lake shore, and is exceedingly well built.

East of Indiana Avenue.—The choicest residence property in Chicago lies along the avenues to the east of Indiana, viz., in their order, Prairie, Calumet, and South Park avenues. Prairie avenue, from Sixteenth street, where it begins, south to Twenty-second street, has the finest residences, and its few vacant lots command the highest prices (\$450 to \$550 per front foot) yet realized for residence



LOUIS WAHL'S RESIDENCE.

lots in Chicago; though the beautiful sites on Calumet avenue, for two squares north of Twenty-second street, mostly occupied by improvements of a very high grade, would doubtless be rated at about the same price. It is along Prairie avenue that the splendid houses of Daniel Thompson (the most costly in Chicago as yet), Marshall Field, George Armour, Edson Keith, Elbridge G. Keith, Geo. M. Pullman (now in progress), Louis Wahl and other leading citizens are located. These residences, like the most of those built in Chicago of late, are characterized by a much higher degree of taste,

and appreciation of the true principles of residence architecture, than has been characteristic of the West or of the Western Continent. Houses which from the outside would not be readily noted for anything far above the common, unless it were an extra minuteness in the finish, or an unusual solidity of structure, not only in the house itself, but in its surroundings, will be found, if one can gain the *open sesame*, and penetrate to the interior, to be constructed, fitted, and furnished in a style of sumptuous and tasteful luxury, attainable only through the most liberal expenditure of means, and the most intelligent employment of skilled artisans and artists. The age of luxury has not yet so far progressed in Chicago as to make these things attainable at home, and so our Prairie avenue princes have had in many cases to send abroad for their architects, frescoers and upholsterers, as well as for their special patterns of Aubusson or Axminster, and of China and glass wares for their tables. The result is a degree of taste, as well as elegance, surprising to connoisseurs from abroad who take into consideration how young Chicago still is, and how likely the traveller would therefore be to find traces of "shoddy" among her wealthy classes.

Calumet avenue and its elegant rows of houses have already been referred to. East of that comes South Park avenue (formerly Kankakee avenue), which becomes the Grand Boulevard at Thirty-fifth street. This avenue is finely built for a few squares southward from Twenty-third street, and will doubtless ultimately be continued in first-class style clear to the Boulevard. We present a single illustration of the better style, in the dwelling of Mr. Bolton.

Dearborn Street.—Passing west of State street, we come to Dearborn—a street which exists on both sides of the river, but which has no bridge or tunnel as yet. The architecture of this street had become greatly improved during the two years preceding the fire. The two years following that calamity have witnessed a still greater improvement, insomuch that the average character of Dearborn street architecture, taking taste and quality both into the account, is behind that of no street in Chicago. Fronts are ornate and almost endlessly varied; the chaste and stately Illinois marble being constantly contrasted with mosaics of fancy bricks and tiles, with heavily relieved iron castings, with the sober red sandstone of Lake Superior (as in the "Tribune" building), with the rich and richly-carved Amherst sandstone (as in the Tremont hotel), with the bright yellow St. Genevieve sandstone alternating with the bright red Philadelphia

brick (as in Portland block), and with the "grand, gloomy and peculiar" gray of the Buena Vista sandstone, as it is beginning to appear in the new Post Office and Custom House. From the river to Monroe street there are now but two gaps unfilled along this street, excepting the sound walls of the old Post Office, not yet rehabilitated, and



ELI BATES'S RESIDENCE.

a small space opposite, to the south of the "Journal" building. From Jackson street south to Van Buren, the street is not yet fully opened, though the act was long since ordered by the City Council. Dearborn street is eminently an office street, there being little else but banks, real estate offices, newspaper establishments (the "Tribune," "Journal" and "Post" among them), lawyers' offices and the like throughout its whole extent, south of Lake street. Values on Dearborn street, where land is vacant, will range from \$10 to \$25 per square foot.

North Dearborn street is a residence thoroughfare of the first class,

the residences thus far built upon it being of a character to do honor to the most refined and wealthy city on the continent. The most of these have been erected during the season just passed. We present two eminently worthy examples, in the houses of Mr. Eli Bates and Mr. O. W. Potter.

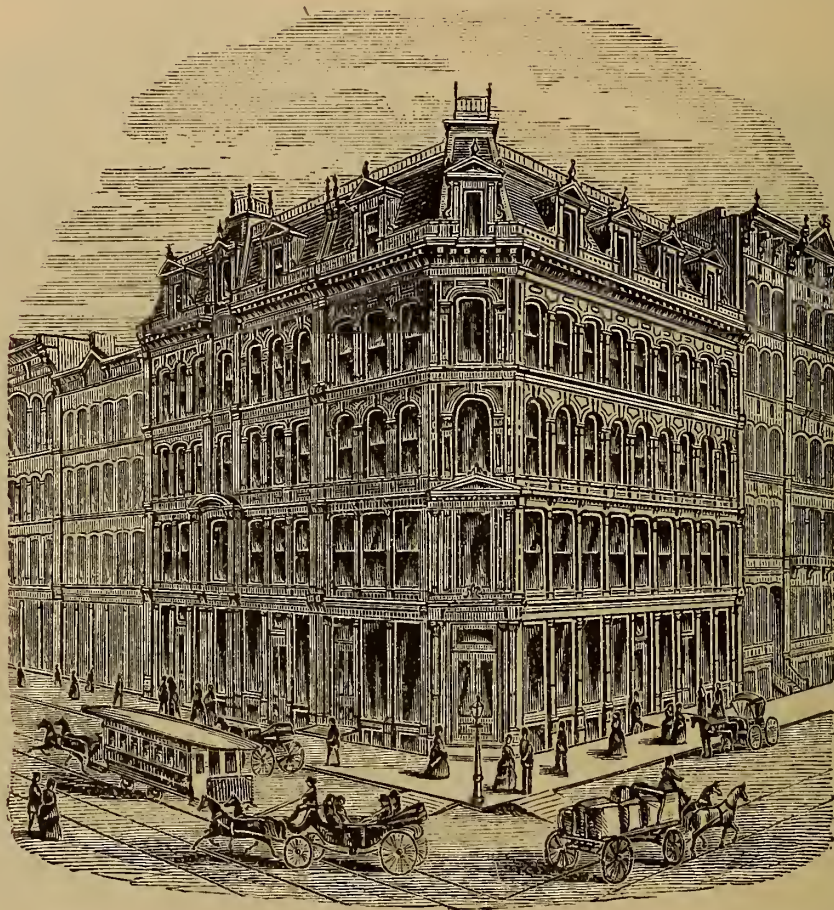
Clark Street.—Perhaps no thoroughfare in Chicago is better known



O. W. POTTER'S RESIDENCE.

than this. On it could always be found, in the days before the fire, more pedestrians than on any other street in the city; and the rule applied for a distance of more than a mile on each side of the river. The street, therefore, abounded in retail shops, bazäars, saloons, etc. The same is true now, though in somewhat less degree. The rebuilders of Clark street were if anything too ambitious, and cheap little shops are therefore less attainable than they were in the days of shanties and brick shells. With a general exception, however, in

favor of a higher degree of style, the rule of the "pre-igneous period" will apply to Clark street, north and south, now. Nine buildings in every ten of the new street have showy stone fronts; and about a mile and a half of buildings have already been erected since the fire within the limits previously referred to. Among the most prominent of these buildings are the Sherman House, Pacific Hotel, Lakeside

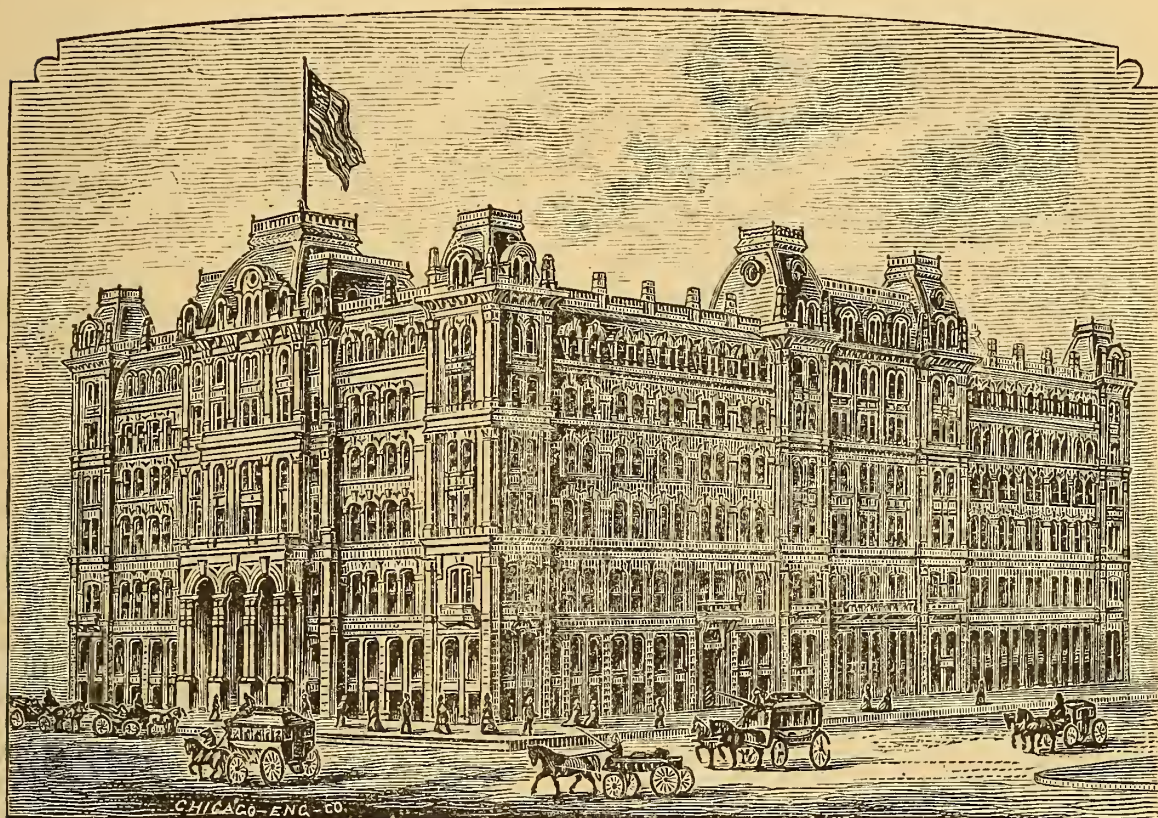


BACHELDER BUILDING.

building, Reaper block, Ogden's building, and McCormick's and Kingsbury halls, the former of these, situated at the corner of Michigan street, north side, being the largest public hall in the city. It is on Clark street, also that the new Court House will have one of its principal fronts. Land on this thoroughfare, in the vicinity of Madison street or of any of the public buildings, is prized as high as \$25 per square foot, whence it recedes to very moderate figures at the south end of the street, where railroads interfere with the traffic. On North Clark street, prices range from \$200 to \$1,000 per front foot.

La Salle Street.—By means of its superb tunnel under the river,

sufficient to accommodate 50,000 vehicles and a million foot passengers per day, La Salle street is made an uninterrupted thoroughfare, stretching from its intersection with Clark street, opposite Lincoln Park, to its southern terminus at the Michigan Southern depot, on Van Buren street. North of the river, La Salle street is sought by the *élite* of the North Division for choice residence sites, its lots being of more generous dimensions than those of any other street there



PACIFIC HOTEL.

except a portion of Dearborn. South of the river, it takes no independent character until Randolph street is reached, where it at once becomes the great exchange street of Chicago — its buildings being invariably of the first-class, and occupied by bankers, insurance brokers, grain brokers, real estate dealers and the like. The Chamber of Commerce fronts on Washington street, but gives the key note to the business of La Salle street, along which its greater dimension extends. The Pacific Hotel has its west front upon this street. The street is already built up solidly, in the manner hinted, to Monroe street, and the next revival of the building fever will leave not a foot uncovered until the southern terminus of the street is reached. The architecture is rich, though not ornate, including the two best

built office structures in the city — Gallup & Peabody's building and W. K. Nixon's building, located at Madison and Monroe streets respectively. The former was built at an expense of \$50 for every square foot covered, or \$200,000 in all. Other fine structures are the Merchants Bank building, diagonally opposite the Chamber of Commerce, the State Savings Bank building, opposite the Court House square, the Union Bank building, Major block, and Metropolitan block. The price of land on La Salle street has never been fixed above \$18 per square foot, though some of it is earning interest on \$77 per square foot, with almost an absolute certainty of its continuance.

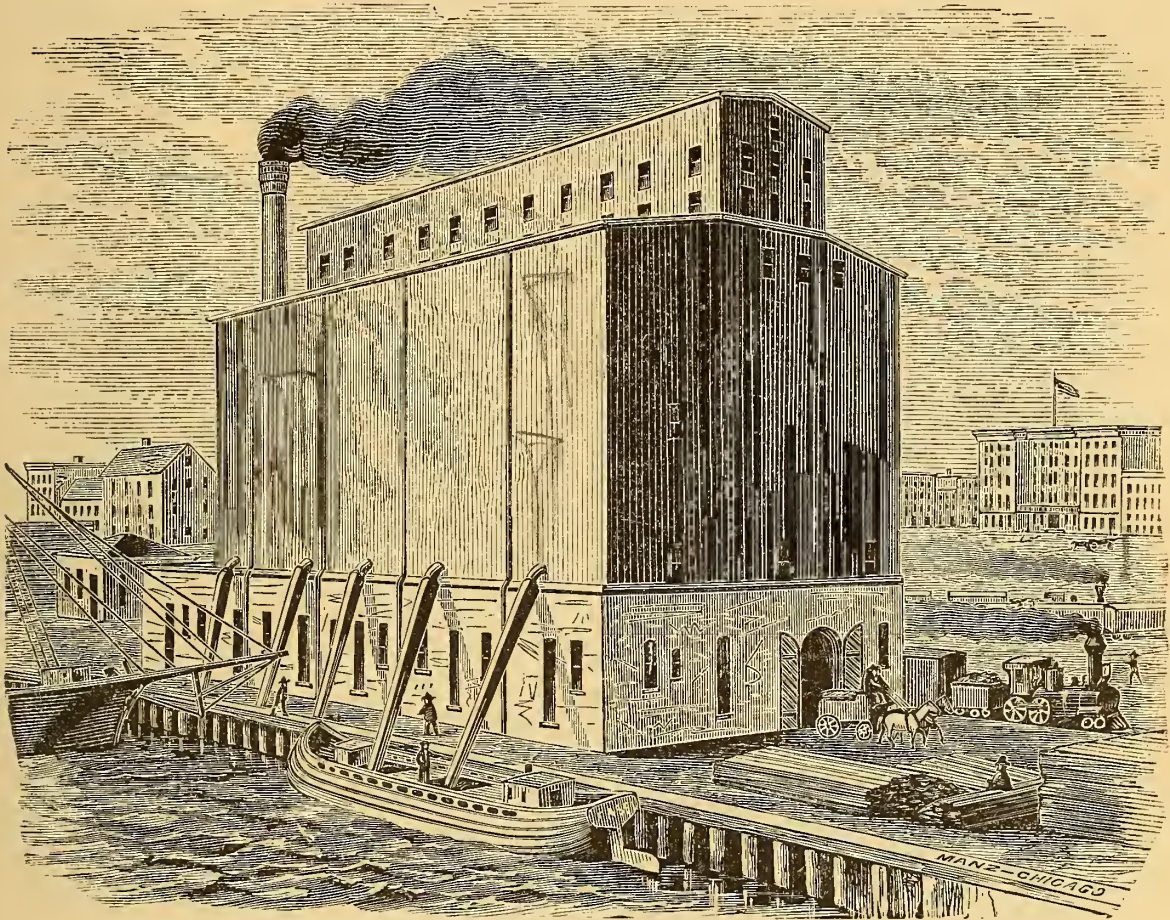
Fifth Avenue.— Next west of La Salle street is Fifth avenue, formerly called Wells street, a title under which it acquired a reputation which has now been shaken off along with the name to which it was attached. Fifth avenue reaches from Lincoln Park to a point where it strikes a bend in the South Branch, near Taylor street. North of the river, it is devoted mainly to retail trade, the Germans being the predominating race among the shopkeepers. South of the river the traffic is in a somewhat transitory state, inclining more to jobbing trade than anything else. Upon this street, as well as upon Washington street, the "Times" and "Staats Zeitung" buildings have a front, the former being a remarkably complete newspaper building, already rivaling any similar establishment in the world in the extent of its facilities for the speedy production of large daily editions, and promising to excel all, without exception, when the addition now in progress is completed, rendering the whole structure 180x80 in size, three entire floors of which are devoted to the editing, printing and mailing of the "Times'" enormous daily edition. Fifth avenue is rebuilt, chiefly in a very thorough manner, with showy stone fronts to an extent equivalent to two-thirds of the entire frontage from the river south to Adams street. The maximum price of inside business lots on Fifth avenue is \$1,000 per front foot.

Franklin Street.— This street, from the river south to Madison street, where it terminates, is mostly rebuilt with four and five story buildings, used as wholesale warehouses.

Market Street— Is short, and would not be mentioned except that it ends the list of north and south streets east of the south branch of the river. It expands to a width of 200 feet between Randolph and Madison street, at the corner of which latter street stands the immense wholesale warehouse of Messrs. Field, Leiter & Co.

—a building six stories high, and 190x290 feet in ground dimensions.

South Water Street.—We come now to east and west business streets, of which South Water, Lake, Randolph, Washington and Madison are the principal. South Water street, running from the grounds of the Illinois Central Railway to the South Branch of the



"AIR-LINE" ELEVATOR.

river, is, with River street, which branches off from it northeastwardly at Wabash Avenue, devoted to traffic in heavy and crude articles—chiefly produce, shipping stores, railway supplies and coarse groceries. Both streets have been solidly rebuilt since the fire, in a style much superior to the old, and all the stores are occupied. The ideas of South Water street merchants relative to rents are so firmly fixed, at figures not exceeding (say) \$5,000 per annum, for a first-rate 25-foot store, five stories high; that the price of land has not yet sprung up to ante-fire figures along this thoroughfare. One thousand dollars per foot, would be considered a very high figure; and

some lots less eligible than most, have gone for \$500 per foot within a year. As happens on most other thoroughfares in Chicago, the selling price falls far short of the capitalized value of the rentals.

Lake Street.—This was once *the* street of Chicago. It is now, although a long thoroughfare, and the site of a well-defined line of trade (which has not yet swelled to such proportions as to demand all the space the street affords), less frequented and less patronized than any one of a half dozen Chicago thoroughfares. Its specialty, east of the river, is heavy wholesale trade—leather, iron, tobacco, specialties, etc. Toward the lake it is exceedingly well rebuilt, mostly in handsome stone fronts, among which the elegant north façade of the Tremont House is *facile princeps*. Other Lake street buildings have been mentioned in connection with other avenues upon which they also front. The Marine Bank building presents a showy front in Athens' marble, which is also the material of Mr. Walter's building, on the northeast corner of Clark street, near by. The "Inter-Ocean," one of the three great morning dailies for which Chicago is distinguished, occupies most attractive apartments in a building which faces north upon Lake street, east of Clark.

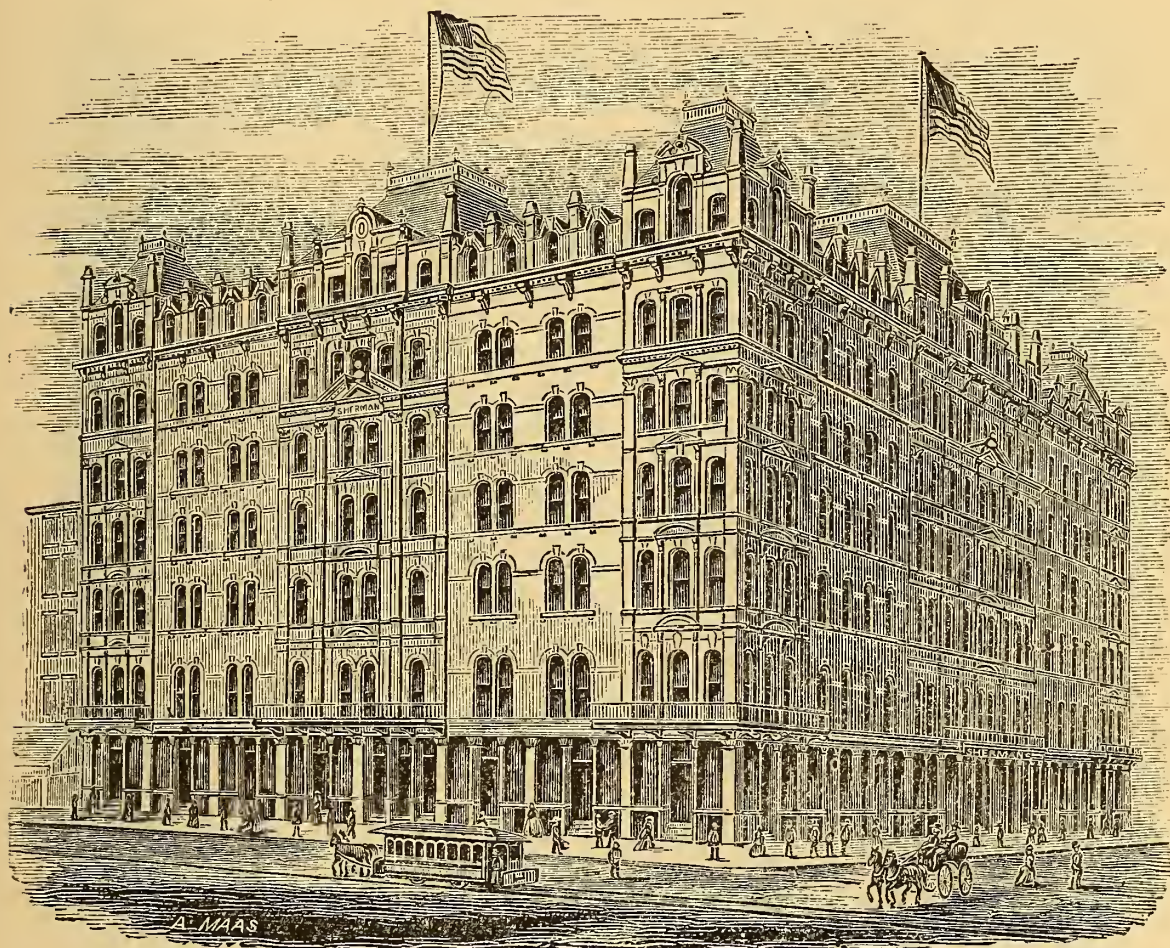
West of the river, Lake street is occupied for two or three squares' distance by produce commission houses, after which, third-rate shops to Ann street, then dwellings past Union Park, and thence onward a better class of retail stores, interspersed with occasional dwellings, to Western avenue. To that point (three miles) the street is well paved and sewerred.

The maximum price for unoccupied land on Lake street, outside of a small district near the Central Depot and the Tremont House, cannot be more than \$1,250 per foot front, and the market is slow. Owing to the fact already cited, more than an adequate supply of buildings for the class of trade that has been assigned to this street.

Randolph Street—Has not been content with fulfilling its former mission of ministering to the wants of the retail trade. Not only have the first two squares from the eastern terminus been taken up by stately jobbing warehouses, but the same class of buildings has extended itself far westward, leaving no place for any small shop-keeper other than an occasional barber or restaurateur to obtain a foothold. Of the notable buildings of before the fire, the Sherman House is supplanted by another Sherman House, one story higher and much more elegant, (as witness, the accompanying cut.)

That old landmark, Wood's Museum, quartered in the worst of

rookeries, is no more ; but a stone's throw farther west one may step into Hooley's Theatre — a play-house unexcelled on the continent in the beauty and convenience of its interior, and also of most pleasing outside appearance. The Fidelity Savings Bank building, adjoining the theatre, (and both are opposite the Court House square) is one of the other architectural beauties of the street. From Fifth avenue



SHERMAN HOUSE

westward to the river, Randolph street is about half rebuilt, the work of the present season being by no means inconsiderable in this neighborhood. West of the river, to where, at Union Park, it loses itself in Bryan Place, there is nothing to distinguish Randolph from any other respectable horse-railway street. Prices range upward as high as \$1,200 to \$1,400 per front foot, east of LaSalle, dropping to \$1,000 or \$1,100 between that and the river.

Washington Street — Is a thoroughfare of which the new Chicago may well feel profoundly proud. No better built thoroughfare than

this is for a distance something over half a mile, exists on this continent. It may properly be called the Wall street of Chicago, since it has, within a distance of three squares, no less than seventeen banks and a chamber of commerce. Upon this fine avenue front the massive Singer building (Field, Leiter & Co.'s retail store), the



COLEHOUR BUILDING.

fine edifices of the First National, the Merchant's National, and the Union National banks; Portland block, Kendall block, the Methodist Church block, and a remarkably beautiful series of varied façades which, with these two, fill up the space fronting north between Dearborn and Clark streets; the Reaper block of C. H. McCormick, a high towering, colonnaded structure, with Mansard roof; the Chamber of Commerce; the "Times," and "Staats Zeitung" buildings — the latter a six-story structure, profusely ornamented with colossal stat-

uary; Mr. Olinger's Washington block, etc., etc. And upon this street, faced everywhere by architecture worthy of the situation, will stand one front of the proposed Court House and City Hall — an edifice upon which it is purposed to spend five or six millions of dollars within the next three years.

Washington street crosses the South Branch by means of a tunnel



FIRST CONGREGATIONAL CHURCH, COR. WASHINGTON AND ANN STREETS.

—the first ever built in Chicago. For a mile west of the river the condition of the street is not well defined at present. About a third of a mile is taken up by manufactures, and beyond that is a residence quarter which has been among the finest in the city—is still so after reaching May street, or thereabouts. Washington street is interrupted by Union Park, but resumes its course at Ashland avenue, and extends thence to Central Park, being almost wholly occupied with elegant detached residences or stylish rows, as far out as Western avenue.

On Washington street, anywhere east of Fifth avenue, land is



ASHLAND AVENUE.

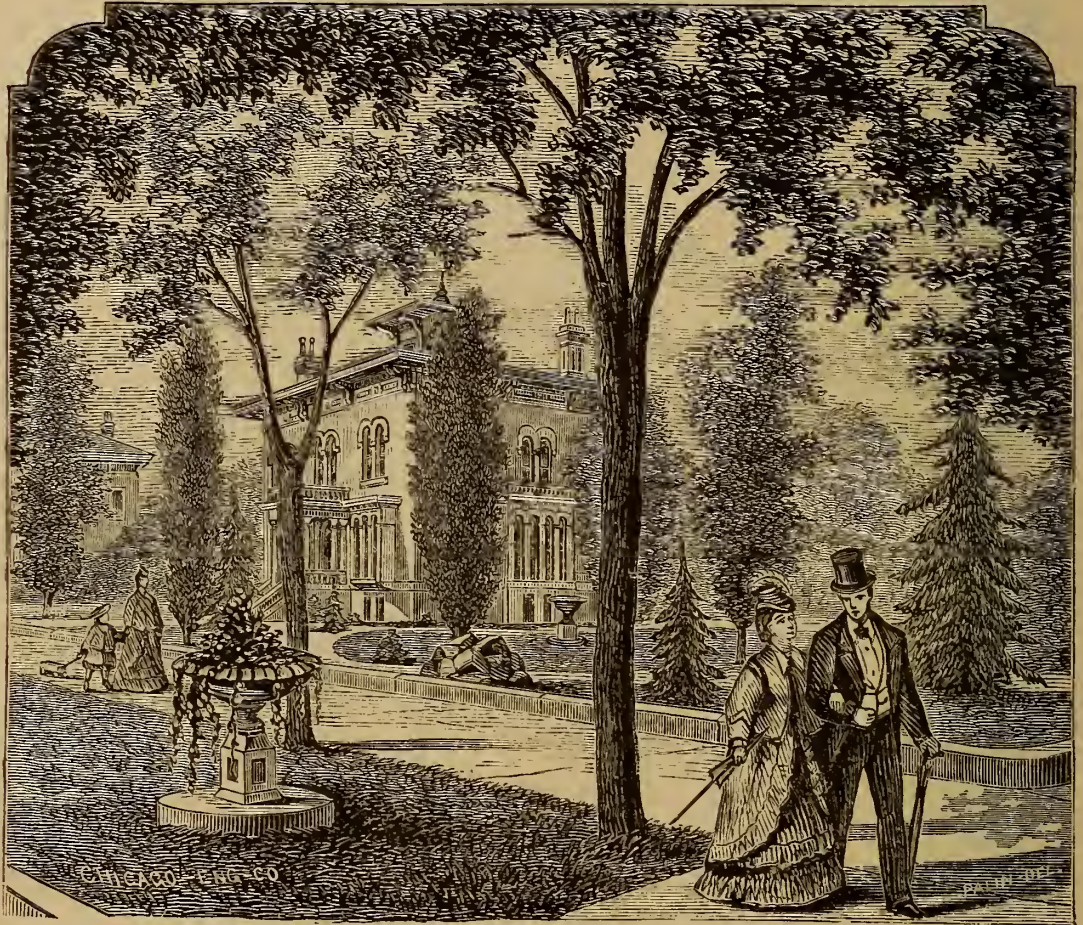
worth \$20 per square foot; while corner lots, if in the market, would command a higher figure. The choice residence lots either side of Union Park bring from \$200 to \$300 per front foot.

Madison Street.—The importance of this thoroughfare has been greatly heightened by the fire and the train of events which followed in its course. Being already the best appointed shop thoroughfare of the West Division, it was, immediately after the disaster, impetuously taken possession of by a thousand enterprising dealers in addition to those already occupying it; and, as four-fifths of the entire population of the city were forced to pass the winter in the West Division, West Madison street soon became densely thronged from morning until night. And as it came to be generally accepted, about the same time, that there was to be a slight acceleration of the southward movement of trade, as a result of the fire, there was a marked tendency of business located on streets farther north to get on Madison, as the great street car thoroughfare between the West and South Divisions. As a consequence, Madison is now the most thoroughly occupied street east of the river. Its uses are of endless variety, like those of Broadway in New York, or Chestnut street in Philadelphia. Near the river, and again near Wabash avenue, it is occupied by the largest jobbing houses in their respective lines — as Keith Brothers, hats, caps, and straw goods; Field, Leiter & Co., dry goods; C. P. Kellogg & Co., clothing; and C. M. Henderson & Co., boots and shoes — all situated near the river. Between the points named there are a great many jobbing stores; those in paper stock and stationery being clustered between Clark and Dearborn; a great many large retail stores in clothing, jewelry, and other lines; a great many offices, and several banks; one theatre — McVicker's — the largest in town; and other concomitants, too numerous to mention, of a great popular thoroughfare.

Very little land on Madison street has changed hands of late, to afford an index of prices. Rentals would easily justify \$20 per square foot, and in one case — a peculiar one, however, in which two street fronts were afforded — a sale has been made at \$25 per square foot; and in another case — a very small corner lot — \$33 per square foot. This last is, we believe, the highest price at which any entire building lot has ever been sold in Chicago.

Ashland Avenue. — Foremost among the fancy residence thoroughfares of the West Division of the city, at least when reckoned by its future as well as its present, stands Ashland avenue, from Union

Park south to Twelfth street. The street is laid out one hundred feet wide, as follows: Roadway fifty feet, and twenty-five feet of area on each side, eight feet of which is sidewalk and seventeen feet grass plat. In the center of the grass plats on each side have been planted large elm trees at intervals of forty feet and extending south to Twelfth street, on each side of the avenue. They vary from twelve



S. J. WALKER'S RESIDENCE.

to eighteen inches in diameter of trunk, and average a height of sixty feet. The expense of the trees and planting has been \$26,000. At intervals of 150 feet on each side, also on line of the center of the grass plats, are set very large rustic flower vases. The street is graded, macadamized, and gravelled from Madison street south to Twelfth street — a distance of just a mile of most magnificent driveway. The sidewalks are all to be uniform and laid in flag-stones, though in some places temporary wooden walks are down now. Beside this, there is a stipulated building line of twenty-five feet, giving fifty feet of grass plat on each side of the street. The build-

ing line is stipulated in every deed made since the improvement in 1869, and the restriction extends fifteen years.

This splendid avenue has no equal anywhere for symmetry, uniformity and breadth. Mr. Saml. J. Walker, who owns a vast amount of frontage, and to whom the avenue is chiefly indebted for its present magnificent appearance, made the first building improvement on the street in 1864. This consisted of the erection of six fine brick houses, on different corners; and in 1868 twenty fine marble front houses were added by him, and thus in four years from the building of the first house it had become an avenue of palaces, and all this through the means of but one of Chicago's many princely capitalists. On this avenue, south of Madison street and fronting east, stands St. John's Episcopal Church, an edifice which, when completed, will cost \$150,000, and will have no superior in the city. In the same vicinity — that is, north of Monroe street — are the elegant residences of Judge Rogers, Mr. P. C. Maynard, Mr. D. F. Cameron, Mr. George Bartlett, Rev. Dr. Kittridge, Judge S. M. Moore, and Mr. George Bryan. South of Monroe street, where the most building is now being done, stand the residences of General B. H. Campbell, Mr. O. Cronkhite, Mr. S. N. Wilcox, (in progress, to cost \$150,000), Mr. Henry Greenebaum, Mr. M. D. Buchanan, Mr. S. D. Kreigh, Mr. S. J. Walker, Mr. Henry Waller, Hon. Carter H. Harrison, Mr. Geo. W. Stanford, Mr. True, Hon. J. D. Ward, M. C., Mr. E. C. Waller, Mr. John Lewis, Mr. Richard Edwards, and others. Property unoccupied along this avenue, from Madison to Harrison streets, brings about \$250 per front foot; south of that somewhat less.

EXPLANATION.

Subjoined are to be found descriptions of some of the edifices illustrated in the foregoing chapter, and which it was not practicable, consistently with the plan of the chapter, to describe in detail in the text.

SPRINGER BUILDING.

(See illustration, page 235.)

This beautiful block occupies the southwest corner of State and Randolph streets, and was erected by Geo. A. Springer, Esq. It is calculated both for offices and stores. The fronts are built in Athens limestone and Cleveland sandstone cappings. The structure fronts 107 feet on State, and 95 feet on Randolph street. The two handsome entrances are done in Cleveland stone, with angle columns of Lake Superior red sandstone. The office entrance is on State street, the stairway being placed between two walls faced with red brick. This is of a massive and tasty design. The block is four stories and a high basement in height. The general style of architecture is Veronese Gothic, and this was the first building erected in this city with cornices, chimnies and gables entirely of terra-cotta. These are backed with brick, and a parapet wall is carried two feet above the roof. The entablature containing the owner's name, seen at the corner of the building, was modeled entirely by hand, cut into bricks and

baked, and then placed in the building, It is thus much more perfect than if moulded in the usual way. The offices are finished in black walnut, and heated with two hot water furnaces. This manner of heating is adopted in no other building in the city. The basement and first floor have very fine vaults, one of which is made very large for jewelers' purposes. The building cost \$70,000, and with the site is worth \$270,000.

THE FINE ART INSTITUTE.

(See illustration, page 237.)

The Schureman & Hand Marble Mantel Co. have erected, at the southwest corner of Michigan avenue and West Van Buren street, the substantial building shown on page 237, for the purposes of carrying on their business, and of a hall for the display of paintings and statuary. The company occupy the basement for a working room, and the first floor as an office and salesroom. The first floor is raised nearly the whole of its depth, the low space in front being filled by samples of the company's work. Windows situated in the wall, caused by the rise in the floor, show scores of busy workmen smoothing, sawing and cutting in the basement. The second floor is occupied by the Lake Shore Art Gallery of Mr. Aitken, and the third by artists' studios. In rear of the Gallery is a store-room for the stock of the firm. The façade of the building is modern in style. The structure overlooks Lake Park.

RESIDENCE OF MR. GEO. A. SPRINGER.

(See illustration, page 239.)

Mr. George A. Springer, one of Chicago's earlier settlers, and a man largely interested in property south of the city limits, owns the excellent homestead, represented in the cut, at the corner of Prairie avenue and Thirty-ninth street, situated at the point where the first-named street jogs to the east, thus placing Mr. Springer's lot and residence at the head of and overlooking that splendidly-finished thoroughfare. The residence is a very large two story frame, with Mansard story; a massive porch on the west side, where the main entrance is, and bay windows on the north and south sides. The interior arrangement and furnishing are on a style of liberal expenditure proportionate with the wealth of the proprietor. The grounds are very large and handsomely laid out with asphalt walks, which alone cost \$6,000. A number of handsome shade trees are scattered through the lot, besides many shrubs and evergreens, flower vases, etc. The whole is surrounded by a high picket fence. Two rows of shade trees are planted in front, and excellent sidewalks are provided. The situation of Mr. Springer's place is the finest of any in this neighborhood, and for a genuine look of comfort and good taste it is equalled by few in the city. The improvements are worth \$30,000, and the site, an entire block, is worth \$125 per foot, making the total value of the property \$120,000.

RESIDENCE OF MR. JAMES BOLTON.

(See illustration, page 240.)

The above superb residence is the home of James Bolton, Esq., General Agent Singer Manufacturing Co. Its location is on the northeast corner of South Park avenue and Twenty-fourth street. It is a stone front, two stories and basement, and Mansard roof. The bay projection, seen on the south side is very handsome, of liberal size, and adds greatly to the general symmetry of this beautiful structure. The Mansard roof and observatory are constructed and finished in the very best manner possible. The steps to the entrance, window caps, cornices and basement work are massively and excellently put in, and the whole structure may be truthfully called first-class, elegant and symmetrical in every particular. The cut is a faithful one, and discloses all that is claimed above and much more. The large and handsome grounds and improvements make the homestead worth from \$70,000 to \$75,000.

RESIDENCE OF MR. LOUIS WAHL.

(See illustration page 242.)

This superb mansion is situated on Prairie avenue, between Twentieth and Twenty-first streets, fronting towards the lake, of which a fine view is had from the front windows. The structure was begun in March, 1871, and finished in June, 1873. It stands upon a lot embracing 113 feet of ground, which has been converted into a splendid graded lawn. The building is a basement, two full stories and a Mansard story, in height, with front and side walls of Cleveland sandstone. It has two octagon windows in front, and one on the south side, a feature which is carried to the Mansard roof. The roof is covered with variegated slate, and surrounded by Corinthian dormers of elegant pattern. This roof is capped by ornamented iron work. The dimensions are 56x90 feet. Inside the basement, which is finished in oiled black walnut and ash; the first floor in black walnut and French walnut veneering, elaborately finished. The frescoing in parlor, sitting room and library is beautiful in the extreme. This frescoing was done under the personal supervision of Mrs. Wahl, as was also the forty thousand dollars worth of wood work in the house. It is one of the most expensive and elaborately finished dwellings in Chicago. A two-story barn and an extensive grapery stand on the rear portion of the lot. The improvements cost \$105,000, and with the lot are worth \$160,000. Mr Wahl's total investment on the property and furnishing is about \$200,000.

RESIDENCE OF MR. ELI BATES.

(See illustration, page 244.)

Mr. Bates, the senior member of one of the largest lumber firms of the Northwest, has erected upon the northeast corner of North Dearborn and Schiller streets, the beautiful residence of which the cut printed on a preceding page is an illustration. The design is quite original as well as very aristocratic. The material used in the outer walls is the Philadelphia pressed brick, which is by far the smoothest and nicest of any manufactured. The building is two stories with hip roof of slate. The arrangement of the verandas adds as much to the appearance as to the convenience of the building. On the east and south sides are projecting bay windows, running the full height of the house, terminating in a cone shaped roof with ornamental finial. The apex of the roof is ornamented by a handsome pattern of iron casting. The walls of the structure are embellished with belts of Minturn tile, cornice and cappings of stone. The interior is thoroughly modern in arrangement and improvements introduced. The rooms are of liberal size and constructed on true principles of convenience and comfort. All the finishing is in hard wood and bronze. The house and improvements cost \$50,000; with the grounds they are worth \$100,000.

RESIDENCE OF MR. O. W. POTTER.

(See illustration, page 245.)

The fine residence of O. W. Potter, Esq., President of the North Chicago Rolling Mill Co., is situated at the northwest corner of Dearborn and Schiller streets on a large lot handsomely improved. The dwelling is of Milwaukee brick, with neat stone trimmings, is 43 feet front by 67 feet deep, two story and basement and full Mansard story. The plan as seen in the cut will at once give an impression of the originality and good taste observed in the form of the structure. Verandas heavily built are a feature of the side and rear of the building. The observatory is 14 feet square and rises 18 feet above the roof, culminating in a sharp cone. Around this at the eaves is a handsome iron railing. The inside of the dwelling is superbly finished in black walnut and ash, ten inches in architrave and twelve inches in basis at all the openings. The main stairway is a curb string running from the rear of the hall to second floor with well rail around it supported by solid bronze brackets. It is one of the handsomest and costliest stairways in the city. On the first floor are the grand parlors, dining room, family sleeping room, kitchen, etc. The second floor is divided into five large chambers with closets, bath rooms, etc., to each. On the third floor are four chambers and a dancing hall 18x40 feet. All the ceilings are paneled with heavy cornices, finished with gilt mouldings. All the door and window trimmings are in solid bronze. The barn corresponds with the house in shape and finish. The improvements estimated at \$55,000, and the 100 foot lot at \$250 per foot, make Mr. Potter's homestead worth \$80,000.

BACHELDER BUILDING.

(See illustration, page 246.)

This structure, recently completed, is situated at the southeast corner of Randolph and Clark streets. It was erected for G. L. Batchelder, John Whiting and John H. Kedzie, after plans by J. H. Edbrooke, architect. Its fronts are composed of iron and manufactured stone from a prominent firm in this city. The building is designed for office purposes, is a basement and four stories high, with full Mansard story, and presents, as will be seen by the illustration, a very handsome exterior. It is intended to be strictly fire-proof. All the frame work of the Mansard roof is of iron, covered with heavy wire cloth, which is plastered with cement mortar and covered with slate wired on with copper wire. The basement and first floor, and all the doorways, cornices, etc., are entirely of iron. The interior arrangements are most excellent in design and in the character of the finish. The main entrance at the corner is a beautiful feature of the block. The massive stone steps are railed with heavy silver plated bars surmounted by splendid pedestal lamps. The entrance is between Corinthian columns in relief, through exquisitely carved doors. Some of the plates in the windows are seven feet high by nine feet wide. Vaults are provided throughout the building, and spacious halls lead by the doors of all the rooms. The building cost \$90,000.

THE COLEHOUR BUILDING.

(See illustration, page 252.)

This block stands just east of the Chamber of Commerce, from which it is separated only by a paved court. It is in every way worthy of its location near that splendid structure. It has a frontage on Washington street of 90 feet, and extends back 182 feet to the alley. The architecture is Renaissance. The fronts of the basement are in Buena Vista sandstone, very massive, and the four other stories in Columbia sandstone. It is strictly a banking and office building, being, with the exception of a hall in the rear portion 60 x 108 feet with 40 feet to ceiling, arranged entirely for these purposes from foundation to roof. There are four large banking offices on the basement and first floors. The offices are of different sizes, to be elegantly and expensively finished in hard wood. Vaults, accessible to all the rooms, run from the basement to the fourth floor. Spacious halls extend at right angles through the building. At their intersection will be a commodious elevator. The structure will bring more

rent per square foot than any other in the city on account of its having the best location. There is nothing gaudy or showy in its construction; but its symmetrical proportions and massive plan will make it all the more pleasing and desirable, and in some degree like the beautiful façades of its next neighbor. It will have cost, when completed, \$160,000.

FIRST CONGREGATIONAL CHURCH.

(See illustration, page 253.)

This handsome edifice stands at the corner of West Washington and Ann streets. It cost to build it \$160,000, and its reconstruction on the old plan, after it was burned last winter, has caused a large additional outlay, as everything but the walls went down in the flames. It is built in the form of a cross, of heavy hewn stone. The porches over the various entrances are built low, in strictly Gothic style. It is arranged inside into auditorium, galleries, parlors, choir and pastors rooms, etc., after the most modern plans of church architecture, the plan being purely amphitheatrical.

RESIDENCE OF MR. S. J. WALKER.

(See illustration, page 256.)

At the southwest corner of Jackson street and Ashland avenue is located the very large and handsome brick mansion of S. J. Walker, the man who has chiefly made that splendid thoroughfare. The lot on which the house stands is 262 feet front upon the avenue, and the grounds are arranged with a taste and beauty unexcelled anywhere. The whole surface around the mansion is covered with a fine thrifty growth of trees and shrubbery, adorned with fine relic monuments, rustic seats, flower vases, and beds and lawns, surrounded by a handsome stone fence, bordering which is a pretty row of young trees. The house has a spacious veranda in front, a smaller porch at the south side, and a fine bay window wedged between two short porches on the north side. Its arrangement and furnishing are elegant and fashionable. The property is worth \$90,000.

CHICAGO NEWSPAPERS.

The Organs and Moulders of Public Opinion in the Northwest — From what Little Acorns Great Journalistic Oaks have Grown — Plain Histories of the Chicago "Tribune," "Times," "Inter-Ocean," "Staats Zeitung," "Journal," "Post," and "Mail."

IT has been thought desirable, by the publisher of this book, to add to the foregoing matter a sketch of the histories of the daily journals of Chicago, accompanied by engravings of the buildings occupied and in the case of the "Times," "Tribune," "Inter-Ocean," "Staats Zeitung," and "Journal," owned by the proprietors of those concerns. This the author has done with diffidence, the time at his command at this stage of the work being altogether inadequate to do justice to the subject. This difficulty has been got over by giving the bare, plain incidents of the history of each newspaper, with scarcely any alteration from the notes which were kindly furnished from each journalistic head-quarters.

The Tribune. — The first number of the "Chicago Daily Tribune" was printed Thursday, July 10th, 1847. It began its existence in the third story of a building on the corner of Lake and LaSalle streets, one room doing duty as counting room, editorial sanctum and printing office. Its originators were James Kelly, afterwards a leather dealer in this city, John E. Wheeler, and J. K. C. Forrest. Mr. Kelly was then the owner of a weekly literary paper, called the *Gem of the Prairie*, and it was his idea to publish a daily from which he could make up his weekly. The name of *Tribune* was suggested by Mr. Forrest and agreed to by Mr. Wheeler, who had been on the New York paper of the same name. The first edition issued numbered four hundred copies, worked off on a Washington hand-press, one of the proprietors being pressman. Politically, it was independent, but with Free Soil proclivities.

July 24th, Mr. Kelly, owing to sickness, severed his connection with the paper, and sold out to Thomas A. Stewart, who remained in for seven years. September 27th, Mr. Forrest dissolved his con



"CHICAGO TRIBUNE" BUILDING.

nection, and Messrs. Wheeler & Stewart remained proprietors, the former being the editor. August 23d, 1848, John L. Scripps purchased a third interest in the concern, and the firm name was changed to Wheeler, Stewart & Scripps.

May 12th, 1849, the *Tribune* office was for the first time destroyed by fire, but publication was resumed on the 14th, over a grocery store, then situated on the northeast corner of Clark and Randolph streets. June 4th, it removed to the northwest corner of Lake and Clark streets; and in May, 1850, it removed to the second floor of the old Masonic Building, No. 173 Lake street. The following month the paper was enlarged, and its dimensions were 26 by 40. At this time the daily circulation was 1,120.

July 1st, 1851, Mr. John E. Wheeler withdrew, after disposing of his interest to Thomas J. Waite, who assumed the business management of the concern. The following June, Mr. Scripps sold his interest to a number of leading Whigs, acting in behalf of General William Duane Wilson, afterwards of Iowa. Mr. Wilson became editor, and the paper, previously Free Soil, supported General Scott for president. Mr. Waite was the publisher, and the firm was named Waite & Co. At this time the paper was enlarged to be 28 by 44, and was published in the morning instead of the afternoon.

Mr. Waite died August 26th, 1852, and the following October, Mr. Henry Fowler purchased the interest of his (Waite's) heirs, and became publisher and associate editor. March 23d, 1853, General Wilson sold out his interest to Henry Fowler & Co., the means being supplied by Timothy Wright and General J. D. Webster, who were silent partners. January 1st, 1855, the paper was still further enlarged, being 31 by 50 inches. June 18th of that year, Timothy Wright assumed a general partnership, and Joseph Medill, of Cleveland, purchased an interest, the firm becoming Wright, Medill & Co. At this time, the size was reduced to 30 by 46 inches.

T. A. Stewart sold out his interest to his associates, July 21st, 1855. September 23d, Dr. C. H. Ray and J. C. Vaughan were announced as editors, and Mr. Alfred Cowles was taken into the firm; the proprietors were then Timothy Wright, J. D. Webster, Dr. Ray, Joseph Medill, John C. Vaughan and Alfred Cowles. March 26th, 1857, Mr. Vaughan withdrew, and the title of the firm became Ray, Medill & Co., which it remained until July 1st, 1858, when the *Tribune* and *Democratic Press* were consolidated.

The *Democratic Press* was first issued September 16th, 1852, by

John L. Scripps and William Bross, as a strictly Democratic paper. It was published at No. 45 S. Clark street. After the passage of the Kansas-Nebraska bill, it left the party to which it had belonged. September, 1854, Barton M. Spears purchased an interest in the paper.

After the consolidation, the proprietors were Messrs. Ray, Medill, Cowles, Scripps, Bross and Spears. The title of the paper became the *Press & Tribune*, and it was published at No. 45 Clark street. November 8th, 1858, the paper became financially embarrassed, but obtained an extension from its creditors. At this time, Mr. Spears left the firm. Mr. Cowles assumed charge of the finances of the concern, and soon after the office was removed to the old location at No. 51 Clark street. October 25th, 1861, the word "*Press*" was dropped out, and the title remained simply "*Chicago Tribune*." During the winter of 1861, the TRIBUNE COMPANY was incorporated by the Legislature, with a capital of \$200,000, and William H. Rand became one of the stockholders. In November, 1863, Dr. Ray retired, and Joseph Medill became editorial superintendent. In 1866 Mr. Medill resigned the editorship, and Horace White, purchasing an interest in the paper, became editorial superintendent, a position he has since retained. In March, 1870, Mr. Rand sold out, and the chief stockholders at the present time are Messrs. Cowles, White, Bross and Medill.

The *Tribune* had long outgrown the dark and inconvenient quarters on Clark street, where it had remained for so many years, and finally, on the 30th of April, 1869, it removed to the new building on the southeast corner of Madison and Dearborn streets. This edifice, which was looked upon as one of the first really fire-proof structures erected in Chicago, was built of Joliet marble, was four stories in height, exclusive of the basement, and cost \$225,000. It occupied the same ground as its successor, fronting 72 feet on Dearborn and 121 on Madison. The paper, which had in 1847 been printed on a hand-press, had so increased in size and circulation that upon removing to the new building it was found necessary to purchase a second eight-cylinder Hoe press, the first having been bought in 1864.

The fire of 1871 drove the *Tribune* from these comfortable quarters. The day afterwards, however, temporary quarters were secured at No. 15 South Canal street, and the publication of the paper was resumed there. For the first day it published only a half-sheet, but

the size was increased as paper and press facilities could be secured. October 9th, 1872, the day of the anniversary of the fire, the *Tribune* returned to its present abode at the corner of Dearborn and Madison streets, where a new building had been erected at a cost of \$250,000, with the intention of making it absolutely fire-proof. It is five stories in height, exclusive of the basement, and is built of Lake Superior sandstone. At the time of removing from Canal street, the *Tribune* was changed to an eight-page paper.

In 1860 and 1864 the *Tribune* supported Mr. Lincoln, and in 1868 General Grant; while last year it renounced its party allegiance, became an independent paper, and supported Mr. Greeley for president.

As a general newspaper, the *Tribune* has few equals. The *Philadelphia Press*, in remarking upon a recent issue, stated editorially that "The Chicago *Tribune*, of the day mentioned, in all its features, news, editorial, literary and local, was probably the best paper ever issued from the American press."

There are two parties to this question, it being the habit of many Chicagoans to prefer the "Times," or even some other of the local dailies, as a medium of news and of thoroughly independent editorial opinion. All, however, concede to the "Tribune" great breadth of influence and great wealth — its annual income being usually \$200,000 or upward, which is ten per cent. on a valuation of a million and a half dollars.

The Times.—The history of the "Chicago Times" has been in consonance with its well known character as an aggressive, progressive, combative, incisive, active journal, with a passion for news, and a knack of getting it which enabled "The Times" to snap its fingers at the opinions of Mrs. Grundy, and especially so when Mrs. G.'s only title to enforce her voice was a place on the managing committee of some political party. In other words, the history of "The Times" up to about 1863, when Gen. Burnside suppressed a few issues of it for alleged disloyalty, and immediately after which it entered upon a new career of success, has been a history of strife and buffetings and manifold vicissitudes.

"The Times," or rather the paper out of which it grew, had its origin in June, 1854, in the necessities of the Douglas, or Missouri, Compromise Repeal party, for an organ in Chicago, the two Democratic dailies in the city having both taken the free-soil chute.

The paper, as founded, consisted of the debris of "The Courant," a little evening paper printed by Daniel Cameron for Duane Wilson,



"CHICAGO TIMES" BUILDING.

and virtually owned by Cameron when settlement day came around. The good will and material of this concern were bought by Isaac Cook, then a noted political fugler, and partisan of the "Little Giant," and one Edward I. Patterson, who was to be the fulminator of editorial thunder of the concern. His thunder proved of poor quality, however, and James W. Sheahan (now writing on "The Tribune") was imported from Washington, on Douglas' recommendation, to be the editor. The proprietorial firm then became Cook, Cameron & Sheahan.

Up to the time of Sheahan's arrival, which happened a few weeks after the inception of the enterprise, the new organ had been called "Young America." It was baptized thus in honor of a gorgeous and widely famous whisky-shop, owned by Cook, and standing on Lake street, opposite the Tremont House. This festive name was thrown aside on the installment of Sheahan as editor, and "The Times" adopted as the future title of the paper.

In the spring of 1855, the Know Nothing excitement, which "The Times" warred against, culminated in Chicago in the Lager Beer Riots, in which the foreign element was the aggressive party. At the expiration of the term of the mayor then holding, Mr. Cook's candidate (before the caucus was held) was Morgan L. Keith, who represented the "bummer" element. Mr. Sheahan, inspired by Douglas, opposed such a nomination, and favored Thomas Dyer, who was ultimately elected.

This feud went so far as to result in the attempted induction, by Cook, of an editor in Sheahan's place—a Col. R. B. Carpenter, a rabid Southern fire-eater, who afterwards figured as a Secessionist.

Of course this "house divided against itself" could not stand without the withdrawal of one of the belligerent parties. The one to withdraw was Cook, whose interest the other partners, with the assistance of Col. Hamilton, then bought out.

Now commences a period in the history of this newspaper which has nothing in common with that which precedes it except the bare name "Times." In June, 1861, the concern was purchased by its present sole proprietor, Mr. Wilbur F. Storey, under whom it has achieved its present enormous circulation, hardly excelled by that of the best of the great New York dailies, and its corresponding power and the magnitude of its material outfit. Since the date mentioned the paper has been edited, managed, and (with the slight exceptions noted below) owned solely by Mr. Storey, who has actively directed

to a degree otherwise unknown in the history of great metropolitan dailies, all the details, financial, editorial and mechanical, of his immense establishment.

Mr. Storey came from Michigan. He found "The Times" in the condition above noted—a small folio sheet, with a most wretched outfit, and a circulation not over 3,000. It now has a building which, with its machinery and site, cost \$500,000, and an increasing annual income which passed the figure of \$100,000 some years ago.

In the summer of 1862, Mr. Storey took in Mr. A. Worden as business manager, to whom he assigned a small interest. This relation continued until the 1st of July, 1865, when, having bought Worden out, the proprietor transferred the same interest to Mr. H. B. Chandler, who held it until the first of October, 1870. Since that date Mr. Storey has had no partner.

The Inter-Ocean.—The "Inter-Ocean" is little more than a year and a half old, its first number having been issued on the 25th day of March, 1872. It was founded on the ruins of the "Republican," a journal which passed through various vicissitudes of ill-fortune until its sole remaining possession of any marketable value was its associated press franchise. This was purchased by the Hon. J. Young Scammon, and the "Inter-Ocean," with the "Republican" subscription list of less than *two hundred*, made its first appearance. The cause assigned by the proprietor for the establishment of the "Inter-Ocean" was the defection of the Chicago "Tribune" from the principles and organization of the Republican party. It is needless to say, therefore, that the "Inter-Ocean" is a Republican paper. The time was fortunate to the enterprise. There was throughout the Northwest a decided want of a staunch Republican organ, and the "Inter-Ocean" was heartily welcomed; its circulation and business rapidly increased, and soon outran the most sanguine anticipations of its friends. On the 20th of September, the circulation of the "Inter-Ocean" had reached 20,000. The then press facilities were taxed to the utmost, and a new eight cylinder Hoe press was ordered. On the 18th of November, the form of the paper was changed from a thirty-two column folio with supplement, to a forty column sheet—its present form. The increase of the size of the "Inter-Ocean" gave a new impetus to its circulation and business, and the growth of both was larger after the close of the political campaign of 1872 than during its pendency. The old publication office—16 Congress street—was inconvenient, and crowded by

this increase of business ; and, in April, 1873, it was removed to the marble front building, corner of Lake and Clark streets. We present herewith an engraving of the building.

In September, 1872, the "Inter-Ocean," previously owned and controlled entirely by Mr. Scammon, was incorporated and organ-



"INTER-OCEAN" BUILDING.

ized as a stock company ; and, on the 17th of March last, the Hon. F. W. Palmer, of Des Moines, Iowa, a journalist of experience, and a member of Congress, assumed an interest in the paper, and became actively identified with its management.

Twenty men only were required to write the editorials, collect the news, set the type, print, fold, and mail the early issues of the "Inter-Ocean ;" in less than a year one hundred and seventy-one persons were directly employed in the same service, not to mention



"ILLINOIS STAATS ZEITUNG" BUILDING.

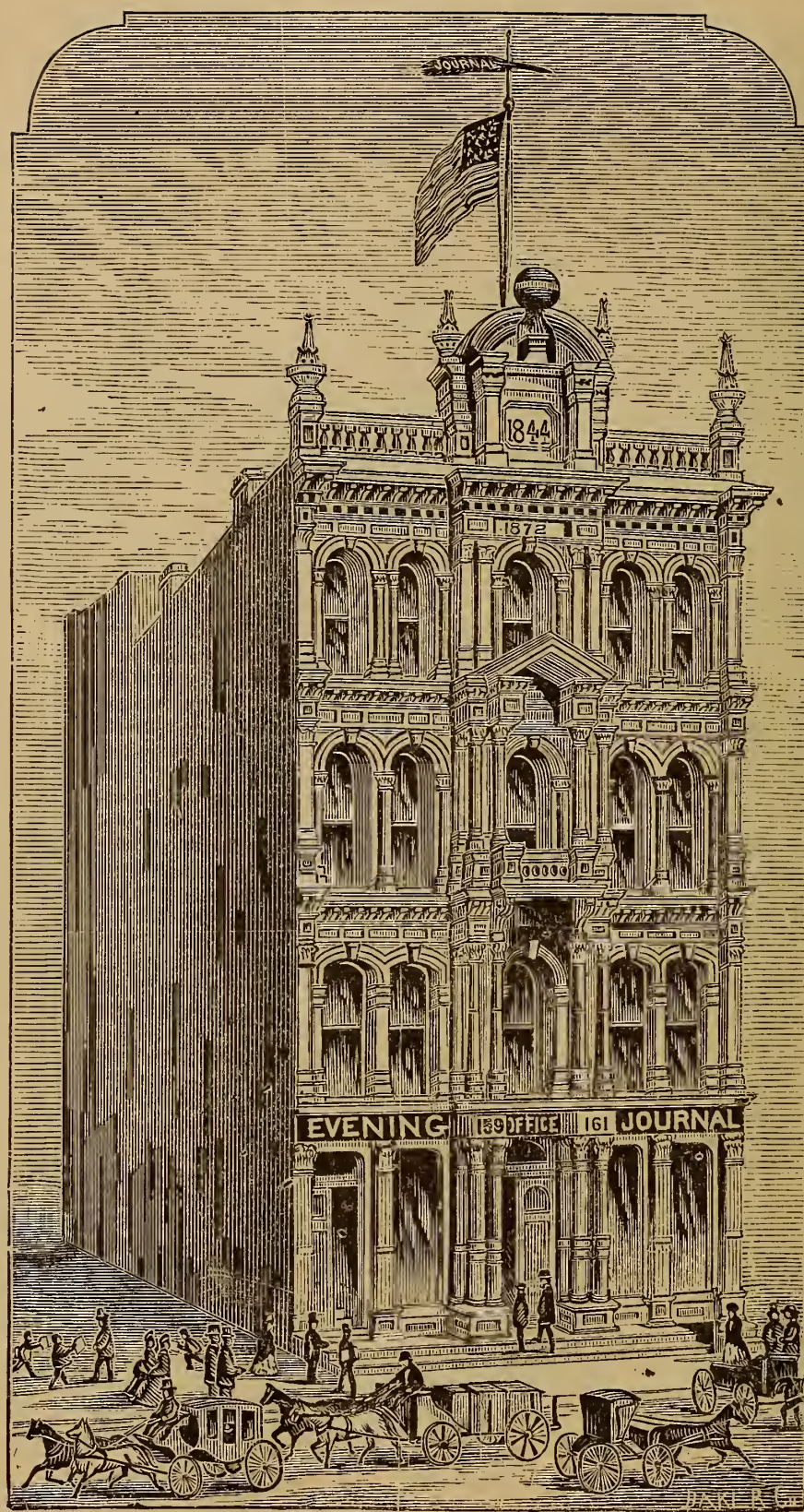
the scores of special and regular correspondents whose labor is found in its columns in the form of telegrams and letters from all parts of the world.

It would be an injustice to Mr. E. W. Halford, directly in charge of the editorial department of the "Inter-Ocean" during the period treated above, and to Mr. Wm. Penn Nixon, the business manager, not to accord to them a large share of credit for the growth and prosperity of the enterprise inaugurated by Mr. Scammon, and prosecuted with energy and skill by Mr. Palmer.

The Illinois Staats Zeitung.—The "Illinois Staats Zeitung" is now in the twenty-fifth year of its existence, has a large city circulation, and publishes a literary Sunday paper, "The Western;" also a week-day weekly. The "Staats Zeitung" is a fair exponent of the growth of the City of Chicago, especially the German-American element. It appeared at first as a weekly, 8x10 inches in size. The editor in chief had to fill the duties of reporter, advertising agent, printer and carrier as well. The circulation at that time was about 200. There is nothing in the first ten years of its existence that claims more than passing notice. No extraordinary event occurred. The number of subscribers increased, as immigration increased, and by degrees the paper changed to a tri-weekly, and after that to a daily.

With the ascension of the Republican party to power, the paper stepped into the political arena. From that day to the present time it has had its say in the politics of City, State and Nation. A very warm and hearty exponent of the principles of the Republican party even when that party was in its infancy, it helped to secure the victory to anti-slavery principles. Established then on a basis which secured to it public recognition as an important factor in the shaping of public life, it secured for itself the best attainable talent in the country, and is recognized to-day as the leading and most ably edited German paper of the United States.

With Mr. A. C. Hesing, as Chairman of the Board of Directors, Herman Raster and Wm. Rapp as editors, and C. F. Pietzsch as the financial manager, the paper not only overcame the drawbacks of the great fire, but immediately entered upon a career of further progress. The company has erected a splendid seven story and basement stone front building at the northeast corner of Washington street and Fifth avenue. The building is entirely (with the exception of a few offices) given over to the necessities of a first-class printing estab-



"CHICAGO EVENING JOURNAL" BUILDING.

lishment. The machinery in the basement includes a double Bullock press — the largest in use in the country. The job department employs never less than sixty people. The book-binding department, although recently established, is turning out work very fast. The “Staats Zeitung,” in all its branches, gives employment to about 200 people, mostly heads of families, and the larger number of whom have been connected with the paper for years. The cost of the present building, with its site and machinery, etc., is \$250,000.

The Evening Journal.—The “Evening Journal” is the oldest of the daily newspapers now published in Chicago. It was established thirty years ago, and has been published continuously ever since — first as a Whig paper, and subsequently as a Republican paper. Mr. Charles L. Wilson, one of its original proprietors, is its proprietor and publisher now.

Before the great fire, the “Journal” office was on Dearborn street, opposite the old Tremont House. The great fire consumed its office and all its contents. Not frightened by that disaster, its proprietor at once established it in temporary quarters on the West Side, and it did not miss a single day’s issue. He immediately made arrangements for the erection of a new edifice for the permanent accommodation of the “Journal” office, on the business center of the South Side. Purchasing a site on Dearborn street, between Madison and Monroe streets, he contracted for a substantial new stone building, which was finished and occupied by the “Journal” in April, 1873, and is thus now occupied “for good.” The edifice is one of the most imposing, substantial, and conveniently arranged in the city, and nearly all of it is devoted to the uses of the “Journal” and its Job Printing Office. The engraving herewith given is a very fair representation of the building.

The “Journal” is not only the oldest, but one of the most carefully and ably edited and most steady-going papers in the Northwest, enjoying on that account a steady and profitable patronage.

The Evening Post.—The first number of the “Evening Post,” Pigott & Fowler, proprietors, saw the light on September 4, 1865, in a dingy basement on Randolph street, in the front part of which was located the business office, and in the rear the editorial, the news, and the press departments, jumbled together in one confused mass. The effective force of the paper then consisted of one manager, Mr. Wm. Pigott, one editor, Mr. Stanley G. Fowler, one city reporter,

thirteen compositors, one pressman, and one feeder. The capacity of the press was little more than one thousand an hour, and the size of the paper comparing favorably with a foolscap sheet. It was here that Mr. D. Blakely, then Secretary of State of Minnesota, and a life-long newspaper man, first discovered, while on a business visit to Chicago, the bright and saucy sheet with which he has since been continuously associated; and, almost before he was aware of the importance of the change he was making, he had sold his printing establishment in Minnesota, resigned his connection with the State government, and become, in connection with Major C. H. Blakely, a younger brother, the owner of the "Post." Arrangements were immediately perfected for the enlargement of the paper, a new press having been obtained for this purpose. Mr. D. Blakely became, at this time, its editor, Mr. C. H. Blakely its business manager, and from a position of conservatism in politics it was changed, (the defection of Andrew Johnson being the occasion,) into an independent, but radical and outspoken Republican newspaper. From this time the growth and prosperity of the paper was constant and marked. To supply the requisites of its increased circulation, the capacious basement, first and second floor of the building, No. 151 Dearborn street was secured, and in this building a Hoe press capable of striking off four thousand impressions per hour was placed in position. Shortly after this change was effected, the lamented Gen. Hasbrouck Davis became associated with the paper, but after a brief experience he retired.

It was at this time that the property of the paper was merged into a corporation, of which Mr. D. Blakely became, and has since continued, the President, and Mr. C. H. Blakely was chosen the Secretary and Treasurer. It was at this time, also, that Dr. Chas. H. Ray, generally acknowledged to be the most ready and brilliant writer ever connected with the Northwestern press, became associated with Mr. Blakely in the editorial management of the paper. In the summer of 1869, the "Post" moved into the building No. 104 and 106 Madison street. Mr. W. H. Schuyler at this time purchased the interest of Mr. C. H. Blakely in the company, the latter from this time devoting his entire attention to the job department of the concern. Mr. Schuyler managed the business with success and industry for upward of a year, when he was induced to part with his interest to the McMullen Brothers, the eldest of whom, Mr. J. B. Mc-

Mullen, became the business manager, continuing therein until after the fire.

Meanwhile, however, Dr. Ray had died, greatly lamented by his associates and the profession. Opportunely, but most unexpectedly, and notwithstanding that the whole business district and one whole residence division of the city were in ashes, the demand for newspapers, and the rush of advertising business just after the great fire of 1871, was greater than ever before in Chicago. Encouraged by this result, the proprietors of the "Post" at once made arrangements for a more complete and perfect printing equipment than had ever before been possessed by any evening newspaper. A Bullock perfecting press, capable of printing 24,000 impressions per hour, was ordered from Philadelphia, a temporary building was immediately erected on the lake shore, and in an inconceivably short space of time "The Evening Post" found itself in better-condition than ever before for supplying the voracious appetite of the public for news. It was while in this temporary location that Mr. Blakely purchased from the McMullen Brothers the minority of the stock held or represented by them, paying therefor the valuation of one hundred and fifty thousand dollars for the whole concern, and passing into their hands sixty-five thousand dollars in cash at a single payment. The friends who enabled him to perfect this arrangement have since come forward and taken the stock represented by this transfer, the debt of the paper has been entirely paid off, and established in its new quarters on Dearborn street. The "Post" is in a situation to meet the panic with serenity and calmness, and to enter upon the brightest and most prosperous period of its usefulness and power.

Shortly after the retirement of the McMullens, Mr. L. B. Colby entered upon the discharge of his duties as Business Manager, which position he still holds. The "Post" now occupies the premises, No. 86 and 88 Dearborn street, consisting of five stories and basement, 40 by 100 feet in dimensions.

The Evening Mail.—The "Evening Mail" was first published on the 18th of August, 1870, the originators being S. S. Schoff, C. B. Langley, and H. R. Hobart. It was started as the first two-cent daily paper in the West, and the only paper in Chicago receiving its dispatches outside the Associated Press, which had until then held, as was supposed, such a monopoly of the news of the world as would forever prevent the establishment of any rival dailies in Chicago.

The "Mail" was at first only six columns in width, and was printed for a few weeks on a Taylor drum-cylinder press, in the upper story of No. 86 Dearborn street. The period of its birth was signalized by the early events in the Franco-Prussian war, and so great was the public demand for the telegraphic news that the rush of newsboys for the little sheet was good from its first issue, and at once passed far beyond the ability of the press to supply.

As the prospects of the paper warranted an expansion, it was decided to organize a stock company with a capital of \$50,000, and Mr. Hobart proceeded to place some of this with our business men. Among those who liberally and kindly extended aid to this then struggling enterprise, and thus enabled it to become surely established, should be named Messrs. David A. Gage, George M. Pullman, C. B. Farwell, Bowen Brothers, S. M. Nickerson, the Northwestern Paper Company, Ira Holmes, and T. S. McClelland. With one or two exceptions, all of these gentlemen long since sold back their stock to the conductors of the paper, but they held it long enough to help it. Mr. E. H. Talbott, of the Belvidere *Northwestern*, became one of the stockholders and the business manager of the paper when the company was organized, and has been connected with it until very recently.

In May, 1873, the "Mail" removed to its present location, 123 Fifth avenue. In February, 1873, Mr. Hobart, then managing editor, sold out his interest in the "Mail" to Mr. W. M. Taylor, who had just resigned the position of Clerk of the Supreme Court of the State of Illinois; and the directors of the paper are now, M. W. Taylor, General Editor and Business Manager, and O. A. Willard, Managing Editor.

PART IV.

STATISTICS.

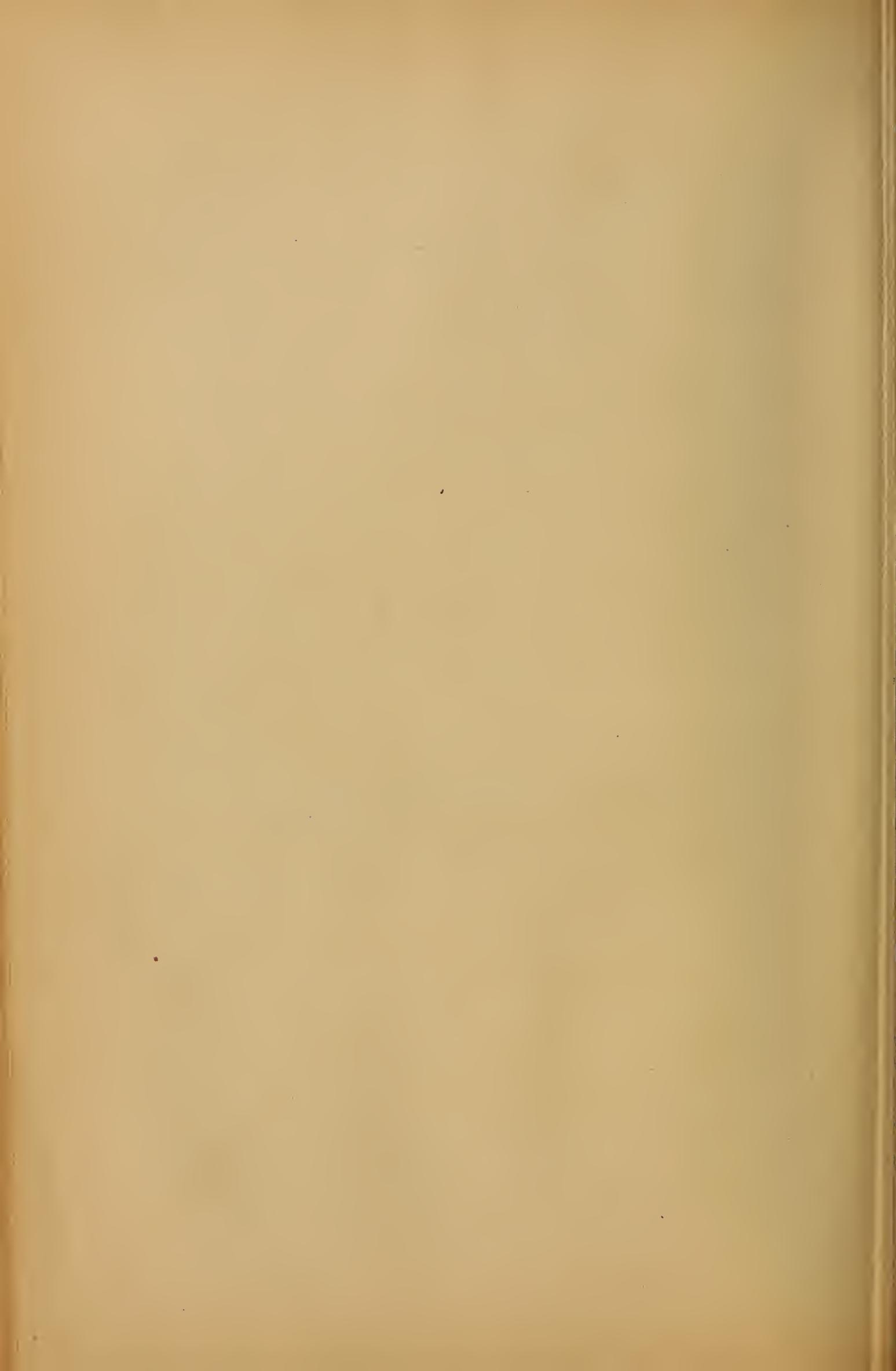


TABLE I.

*Population of Chicago at Twenty-one Different Periods of its Development ;
with List of Mayors since the Incorporation of the City.*

MAYORS.	YEARS.	MODE OF ENUMERATION.	POPULATION.
W. B. Ogden.....	July, 1837.	City census.....	4,170
Alex. Loyd.....	July, 1840.	U. S. census.....	4,479
August Garrett.....	July, 1843.	City census.....	7,580
August Garrett.....	July, 1845.	State census.....	12,088
J. P. Chapin.....	Sept., 1846.	City census.....	14,169
J. Curtiss.....	Oct., 1847.	City census.....	16,859
J. H. Woodworth.....	Sept., 1848.	City census.....	20,023
J. H. Woodworth.....	Aug., 1849.	City census.....	23,047
J. Curtiss.....	Aug., 1850.	U. S. census.....	29,963
C. M. Gray.....	Dec., 1853.	City census.....	59,130
L. D. Boone.....	June, 1855.	State census.....	80,000
Thomas Dyer.....	Aug., 1856.	City census.....	84,113
John Wentworth.....	Aug., 1860.	U. S. census.....	109,206
F. C. Sherman.....	Oct., 1862.	City census.....	138,186
F. C. Sherman.....	Oct., 1864.	City census.....	160,353
John B. Rice.....	Oct., 1865.	State census.....	178,492
John B. Rice.....	Oct., 1866.	City census.....	200,418
John B. Rice.....	Oct., 1868.	City census.....	252,054
R. B. Mason.....	Aug., 1870.	City census.....	306,605
Joseph Medill.....	Oct., 1872.	City census.....	367,396
Joseph Medill.....	Sept., 1873.	Estimated.....	425,000

TABLE II.

Population by Geographical Divisions, According to School Censuses, 1853 to 1872.

YEAR.	SOUTH DIVISION.	WEST DIVISION.	NORTH DIVISION.	TOTAL CITY.
December, 1853.....	26,952	14,679	17,859	59,130
August 1, 1856.....	30,339	28,250	25,524	84,113
October 1, 1862.....	45,470	57,193	35,523	138,186
October 1, 1864.....	56,955	73,475	38,923	169,353
October 1, 1866.....	58,755	90,739	50,924	200,418
October 1, 1868.....	71,073	118,435	62,546	292,054
August 1, 1870.....	86,471	149,780	70,354	306,605
October 1, 1872.....	88,496	214,344	64,556	367,396

The increase in eighteen years and ten months has been: In the South Division, 232 $\frac{3}{4}$ per cent.; West Division, 1,360 per cent.; North Division, 261 $\frac{1}{2}$ per cent.; whole city, 521 $\frac{1}{3}$ per cent. According to the present census there are 244 persons between 12 and 21 years of age who are unable to either read or write. In the private schools there are 14,531 scholars.

TABLE III.

*Valuations of Real Estate and Personal Property in the City of Chicago for purposes of Taxation.
Also the Amount of Taxes levied from 1838 to 1873.*

YEAR.	SOUTH DIVISION.		WEST DIVISION.		NORTH DIVISION.		Total Valuation.	Rate of Taxation.	Total Tax Levied.
	Real Estate.	Personal Property.	Real Estate.	Personal Property.	Real Estate.	Personal Property.			
1839	---	---	---	---	---	---	\$ 948,038	1-2 of 1 per ct.	\$ 4,740
1840	---	---	---	---	---	---	944,370	1-2 "	4,731
1841	---	---	---	---	---	---	1,667,445	6-10 "	10,004
1842	---	---	---	---	---	---	1,530,213	6-10 "	9,181
1843	---	---	---	---	---	---	1,570,490	11-20 "	8,637
1844	---	---	---	---	---	---	2,861,041	6-10 "	17,166
1845	---	---	---	---	---	---	3,165,025	7-20 "	11,077
1846	---	---	---	---	---	---	4,521,659	7-20 "	15,825
1847	---	---	---	---	---	---	5,188,290	7-20 "	18,159
1848	---	---	---	---	---	---	6,300,440	7-20 "	22,051
1849	---	---	---	---	---	---	6,676,684	9-20 "	30,045
1850	\$ 3,401,512	\$ 1,232,214	\$ 1,326,271	\$ 203,885	\$ 958,182	\$ 98,185	7,222,999	7-20 "	25,280
1851	3,933,662	1,350,656	1,724,452	252,154	1,146,148	155,645	8,562,717	7-20 "	63,385
1852	4,414,466	1,844,280	2,357,642	213,635	1,418,661	214,730	10,453,414	3-4 "	76,992
1853	6,594,465	3,003,444	4,321,909	398,641	2,214,303	309,060	16,841,831	3-4 "	135,662
1854	8,637,840	4,467,546	7,442,799	647,906	2,890,105	236,043	24,392,239	9-10 "	199,081
1855	10,400,279	4,423,527	7,795,931	561,775	3,441,290	370,091	26,992,893	7-10 "	205,982
1856	13,424,370	4,480,941	8,330,150	686,150	4,137,788	676,685	31,736,084	11-10 "	396,558
1857	15,330,900	5,663,670	9,181,274	867,693	4,795,454	496,290	36,335,281	1 1-2 per cent.	572,046
1858	15,546,006	4,441,630	9,544,805	782,754	5,084,514	590,223	36,189,932	1 1-10 "	430,190
1859	15,967,100	4,842,291	9,574,253	529,426	5,190,960	449,350	36,553,380	1 3-10 "	513,614
1860	16,015,923	4,632,160	9,875,750	638,137	5,306,462	585,080	37,053,512	9-10 of 1 per ct.	373,050
1861	16,099,742	3,733,838	9,965,360	633,508	5,249,647	670,285	36,352,380	1 2-10 per cent.	550,968
1862	16,165,540	4,181,580	10,160,510	663,285	5,261,495	707,435	37,139,845	1 4-10 "	564,038
1863	18,807,321	5,615,212	10,528,466	1,192,710	5,807,465	716,150	42,667,324	2 "	853,346
1864	19,948,868	9,030,955	11,232,042	1,433,060	5,967,113	1,120,744	48,732,782	2 "	974,655
1865	24,001,511	16,925,363	13,213,243	1,146,330	6,849,745	2,572,985	64,709,177	2 "	1,294,133
1866	37,460,007	14,991,229	20,406,226	2,773,140	8,628,883	1,693,765	85,953,250	2 "	1,719,065
1867	73,133,320	40,640,215	44,701,700	7,372,235	23,610,900	5,568,474	195,026,844	1 3-10 "	2,518,472
1868	85,313,610	41,952,950	59,657,620	8,567,060	29,519,430	5,236,330	230,247,000	1 4-10 "	3,223,458
1869	101,286,390	39,986,536	75,796,940	9,165,060	34,293,910	5,502,059	266,024,880	1 1-2 "	3,990,373
1870	105,086,780	38,625,670	81,284,400	8,499,610	37,272,420	5,217,670	275,986,550	1 1-2 "	4,139,798
1871	110,661,940	38,707,360	87,644,630	9,355,560	38,592,080	4,784,900	289,746,470	1 "	2,897,464
1872	114,273,540	27,434,240	95,768,880	15,507,710	20,112,470	2,100,490	284,197,430	5 -----	4,262,961
1873*	116,000,000	35,500,000	101,400,000	13,000,000	31,200,000	2,600,000	299,700,000	5	15,000,000

* 1873 carefully estimated on the best attainable data. The figures in the assessment rolls, notwithstanding recent and more stringent legislation, are not believed to approach nearer than 70 per cent. of just commercial value of property subject to taxation for city purposes, leaving of course all untaxable property to be added for an aggregate of Chicago's wealth. The Bonded Debt of Chicago on the 1st of July, 1873, was \$13,546,000, but estimates and appropriations for repairing the ravages of the fire, for an additional Lake Tunnel for water supply, for elevating the street grade over large districts, and for other exigent objects, exceed the whole amount and necessitate a tax levy nearly quadruple the preceding year's levy, and at the rate of five per cent., an assessment more than double any previous rate, and never likely again to be requisite.

NOTE. — From 1851 to 1862, inclusive, a Lamp Tax of half a mill to two mills was levied on certain portions of the city, and is included in the above Total Tax.

TABLE IV.

Showing the Amounts of the Commodities Named, Received and Shipped at Chicago for the first 9 months of 1872 and 1873.

RECEIPTS.

	Jan. 1 to Sept. 28, 1872.	Jan. 1 to Sept. 27, 1873.	Jan. 1 to Dec. 28, 1873.
Flour, bbls.	987,222	1,498,628	1,511,637
Wheat, bushels	6,942,811	15,777,933	12,640,084
Corn, "	38,673,808	31,862,693	44,610,469
Oats, "	9,831,979	12,788,708	12,878,862
Rye, "	621,607	845,046	952,271
Barley, "	2,024,500	2,162,933	4,696,510
Seeds, lbs.	29,907,878	35,672,415	42,806,884
Broom Corn, lbs.	4,531,953	5,750,332	8,599,288
Cured Meats, lbs.	23,730,013	29,293,176	35,032,670
Beef, bbls.	7,982	1,313	13,752
Pork, bbls.	121,812	19,102	125,151
Lard, lbs.	15,587,013	14,564,282	18,274,411
Tallow, lbs.	4,871,221	5,420,610	6,369,659
Butter, lbs.	5,089,717	14,673,021	10,067,948
Dressed Hogs, number	199,891	174,329	225,103
Live Hogs, number	2,138,245	2,743,879	3,231,811
Cattle, number	519,353	819,098	680,795
Sheep, number	233,112	228,842	308,307
Hides, lbs.	24,268,093	23,260,727	34,184,069
Highwines, bbls.	65,954	53,006	85,466
Wool, lbs.	19,795,227	27,454,816	27,328,535
Lumber, M.	914,414	868,257	1,205,826
Shingles, M.	418,170	391,649	531,029
Lath, M.	90,639	68,202	121,516
Salt, bbls.	398,735	424,359	364,473

SHIPMENTS.

	Jan. 1 to Sept. 28, 1872.	Jan. 1 to Sept. 27, 1873.	Jan. 1 to Dec. 28, 1873.
Flour, bbls.	845,301	1,524,375	1,302,698
Wheat, bushels	7,050,439	14,564,284	12,092,125
Corn, "	38,961,357	26,419,590	46,747,506
Oats, "	9,221,872	11,743,066	12,062,311
Rye, "	566,399	693,918	765,833
Barley, "	1,726,869	1,637,778	4,760,743
Seeds, lbs.	15,454,635	20,110,078	22,922,106
Broom Corn, lbs.	2,038,618	5,056,164	3,624,544
Cured Meats, lbs.	164,038,215	229,511,413	718,820,474
Beef, bbls.	15,103	21,117	32,034
Pork, bbls.	82,096	130,776	195,479
Lard, lbs.	55,835,139	62,435,493	81,497,713
Tallow, lbs.	3,395,204	7,167,450	5,746,947
Butter, lbs.	7,044,849	7,381,227	9,299,848
Dressed Hogs, number	104,962	139,088	128,199
Live Hogs, number	1,412,883	1,674,484	1,821,526
Cattle, number	407,190	444,770	478,462
Sheep, number	108,325	93,545	130,367
Hides, lbs.	19,683,439	22,118,149	29,141,282
Highwines, bbls.	75,032	64,924	104,928
Wool, lbs.	18,978,668	25,793,999	25,715,119
Lumber, M.	304,027	427,988	420,751
Shingles, M.	331,127	303,406	433,766
Lath, M.	38,583	40,173	48,806
Salt, lbs.	363,042	414,359	500,384

TABLE V.
Yearly Aggregate Receipts in Chicago, and Shipments Thence, of Leading Articles of Commerce, Excluding Cereals and Merchandise, for 26 Years.

RECEIPTS.

YEAR.	Beef, Barrels.	Pork, Barrels.	Provisions and Cut Meats, Pounds.	Lard, Pounds.	Butter, Pounds.	Wool, Pounds.	Hides, Pounds.	Seeds, Pounds.	Salt, Barrels.	Liquors and High Wines, Barrels.	Lead, Pounds.	Coal, Tons.	Lumber, Feet.	Shingles, Number.
1847.	---	---	---	---	---	---	---	---	---	---	---	---	32,118,225	12,148,500
1848.	---	---	---	---	---	---	---	---	---	---	---	---	60,009,250	20,050,000
1849.	---	---	---	---	---	---	---	---	---	---	---	---	73,259,553	39,057,750
1850.	---	---	---	---	---	---	---	---	---	---	---	---	100,364,779	55,423,750
1851.	---	---	---	---	372,216	---	---	---	---	---	---	---	125,056,430	60,338,250
1852.	1,189	3,270	1,937,237	67,793	1,327,100	770,201	1,201,639	618,000	91,674	7,441	1,357,327	46,233	147,816,232	77,080,500
1853.	207	11,250	8,933,903	883,578	812,439	1,030,600	1,274,311	2,191,187	81,739	8,487	3,253,783	33,548	202,101,078	93,483,784
1854.	1,697	25,701	14,942,012	5,330,979	2,143,579	751,833	1,431,321	3,047,949	169,556	17,331	4,247,123	55,775	223,336,783	82,061,250
1855.	12,427	23,235	9,633,445	471,062	2,473,932	1,911,210	1,557,431	3,021,213	169,946	18,433	9,945,950	109,576	306,547,401	108,647,250
1856.	225	13,293	10,323,463	821,827	2,653,933	1,853,920	3,527,992	2,843,202	175,637	30,000	6,637,506	93,020	456,673,169	135,876,000
1857.	431	8,918	6,232,223	2,170,291	3,033,335	1,116,821	5,439,214	2,251,223	204,473	23,185	4,236,207	171,359	459,639,198	131,830,250
1858.	695	25,670	8,007,061	3,144,600	3,166,923	1,053,625	11,605,917	4,271,732	234,997	33,644	8,670,023	87,200	278,943,000	127,565,000
1859.	6,223	24,533	6,700,612	3,916,251	---	918,319	12,635,443	5,241,517	316,291	29,431	14,351,179	131,204	302,845,207	165,927,000
1860.	1,747	11,129	12,723,323	4,813,407	---	859,243	11,233,918	7,071,074	255,148	62,126	12,315,260	131,080	262,491,626	127,894,000
1861.	3,113	32,495	15,234,013	6,841,949	---	1,184,203	9,912,723	7,743,614	390,499	89,915	14,554,743	184,039	249,308,705	79,356,000
1862.	781	66,953	29,335,406	19,764,315	---	1,523,751	12,747,123	8,176,349	612,003	61,703	12,706,188	218,423	305,674,045	131,253,000
1863.	2,806	97,113	36,755,231	25,633,722	---	2,831,191	17,557,723	9,885,208	775,364	137,947	16,412,392	234,196	413,301,818	172,364,875
1864.	9,249	41,190	17,018,277	13,239,623	8,819,933	4,304,335	21,052,235	10,180,781	630,346	102,032	10,699,078	323,275	501,592,406	190,169,750
1865.	19,791	53,198	10,855,118	7,591,805	7,492,023	7,639,749	19,235,178	14,745,349	611,025	32,435	6,935,433	344,854	647,145,734	310,897,350
1866.	787	15,382	8,403,593	8,553,353	9,125,825	12,210,649	21,125,541	13,618,853	495,827	60,202	8,425,739	491,193	730,057,168	400,125,250
1867.	3,475	35,922	14,693,767	11,031,478	5,593,631	12,915,910	23,522,035	23,912,317	635,857	30,912	11,235,957	546,208	882,661,770	447,039,275
1868.	4,534	34,797	7,055,814	6,951,065	10,224,893	12,953,415	25,132,219	25,503,180	685,321	61,933	11,543,917	799,000	1,023,491,739	514,434,100
1869.	1,478	45,248	20,930,292	6,804,675	11,632,313	8,923,673	27,513,313	22,803,545	524,321	121,473	12,353,539	799,000	997,736,942	673,166,000
1870.	20,554	40,883	52,162,831	7,711,018	11,632,313	14,751,039	28,539,653	18,631,143	674,618	165,689	14,445,632	837,474	1,018,998,685	652,091,000
1871.	53,239	68,949	31,150,899	17,652,793	13,231,452	27,021,621	25,021,034	20,231,145	703,917	129,959	12,845,101	1,081,472	1,039,328,375	647,595,000
1872.	14,512	121,023	48,236,615	19,911,797	14,574,777	23,181,509	32,337,995	44,755,412	606,673	163,991	29,235,635	1,393,034	1,183,659,280	610,824,420

It will be observed that before railroad connection (1852) nothing of note, omitting merchandise and grain, was received at or shipped from Chicago, except receipts of building lumber, and considerable shipments (not in the table) after 1848, by the canal, into the Illinois interior.

SHIPMENTS.

YEAR.	Beef Bbls.	Pork Bbls.	Provisions and Cut Meats, Pounds.	Lard, Pounds.	Butter, Pounds.	Wool, Pounds.	Hides, Pounds.	Seeds, Pounds.	Salt, Bbls.	Liq's and H. Wines, Bbls.	Lead, Pounds.	Coal, Tons.	Lumber, Feet.	Shingles, Number.
1852	53,965	10,976	1,446,500	1,200,000	---	920,113	2,396,250	12,853	59,333	16,242	2,033,000	1,441	70,740,271	55,851,038
1853	64,499	29,809	9,266,218	1,847,852	577,388	953,100	2,957,200	2,185,299	33,785	7,027	3,252,650	2,988	88,909,348	71,442,550
1854	56,143	51,542	5,189,725	2,596,912	609,449	536,791	2,153,300	2,109,832	91,534	8,013	2,719,940	5,068	133,131,872	92,506,301
1855	55,790	77,623	6,401,487	1,803,900	1,056,631	2,158,462	3,255,750	3,434,013	107,993	6,335	1,139,960	12,153	215,585,354	134,793,250
1856	23,794	52,104	13,634,892	3,908,700	297,748	575,908	9,392,200	2,823,759	83,601	6,266	4,267,956	16,161	243,337,732	115,563,250
1857	44,402	30,078	3,463,566	---	309,550	1,062,831	8,609,200	1,537,948	90,918	10,654	2,214,308	23,942	311,608,793	154,827,750
1858	49,530	80,839	---	5,230,000	512,833	1,033,674	8,693,862	4,027,846	191,279	28,007	3,442,870	15,641	242,793,268	150,129,250
1859	123,932	92,218	9,272,450	7,232,750	---	934,595	16,413,320	4,647,930	257,847	29,539	8,725,747	16,886	226,120,339	195,117,700
1860	85,563	91,731	15,935,243	10,325,019	---	839,269	14,863,514	6,055,593	172,963	65,223	8,392,066	20,364	225,372,340	168,302,525
1861	50,154	65,196	59,743,388	16,400,822	---	1,360,617	12,277,518	7,433,485	319,140	111,240	16,854,706	20,093	189,379,445	94,421,186
1862	151,631	193,920	71,944,010	54,505,123	---	2,101,514	15,315,359	6,165,231	530,227	100,170	6,516,796	12,917	189,277,079	55,761,630
1863	137,302	449,152	95,300,815	58,030,728	---	3,435,967	23,781,979	7,751,656	579,694	159,312	11,607,753	15,245	221,709,330	102,634,447
1864	140,627	293,250	50,055,322	42,342,970	---	7,554,379	27,656,926	11,732,656	483,443	138,644	6,853,633	16,779	269,496,579	138,497,256
1865	103,064	284,734	55,036,609	23,487,407	5,927,769	9,923,069	20,379,955	7,514,923	444,827	66,053	6,736,703	24,190	385,353,678	238,351,450
1866	67,762	257,470	73,011,534	26,755,368	8,503,321	12,391,933	23,234,791	13,316,210	452,537	65,995	6,433,218	34,066	422,313,266	422,339,715
1867	84,622	176,851	82,325,522	27,211,225	2,926,239	11,293,717	27,739,099	19,053,921	455,740	49,250	4,162,074	69,170	518,973,354	480,930,500
1868	75,424	141,321	95,106,106	23,527,821	3,972,021	13,101,162	29,310,038	15,870,950	524,014	69,535	7,942,740	83,399	551,989,806	537,497,074
1869	48,624	121,635	86,707,466	17,278,520	5,893,391	8,273,924	25,600,893	12,217,398	535,626	156,404	5,350,657	95,620	581,533,480	638,317,840
1870	65,369	165,835	112,493,168	43,292,249	6,493,143	15,826,536	27,245,846	6,237,615	571,013	176,508	7,855,471	110,467	583,490,634	666,247,775
1871	89,452	149,724	163,113,891	61,029,853	11,049,367	24,351,524	22,462,864	14,213,939	450,138	171,031	5,991,751	96,833	541,222,543	558,385,350
1872	39,911	208,664	233,727,434	86,040,735	11,497,537	27,720,089	28,959,292	22,353,542	513,850	169,504	10,842,717	177,687	417,827,375	436,827,375

TABLE VI.

Live Stock Received and Shipped at Chicago for Sixteen Years.

CATTLE.

YEAR.	RECEIVED.	SHIPPED.	YEAR.	RECEIVED.	SHIPPED.
1857 -----	48,524	25,502	1865 -----	330,301	301,637
1858 -----	140,534	42,638	1866 -----	384,251	268,723
1859 -----	111,694	37,684	1867 -----	329,243	216,982
1860 -----	117,101	97,474	1868 -----	323,514	217,897
1861 -----	204,259	124,145	1869 -----	403,102	294,717
1862 -----	209,655	112,745	1870 -----	532,964	391,709
1863 -----	304,448	201,066	1871 -----	543,050	401,927
1864 -----	338,840	253,439	1872 -----	684,075	510,025

HOGS.

YEAR.	RECEIVED.			SHIPPED.		
	Live.	Dressed.	Total.	Live.	Dressed.	Total.
1857 -----	208,902	35,433	244,345	110,070	13,498	123,568
1858 -----	416,225	124,261	540,486	159,181	32,832	192,013
1859 -----	188,671	82,553	271,224	87,254	22,992	110,246
1860 -----	285,149	107,715	392,864	191,931	35,233	227,164
1861 -----	549,039	126,863	675,902	216,982	72,112	289,094
1862 -----	1,110,971	237,919	1,348,890	446,506	44,629	491,135
1863 -----	1,606,818	350,055	1,956,873	752,151	110,039	862,190
1864 -----	1,285,871	289,457	1,575,328	561,277	98,115	659,392
1865 -----	757,072	92,239	849,311	575,511	69,034	644,545
1866 -----	933,233	353,093	1,386,326	484,793	91,306	576,099
1867 -----	1,696,689	260,431	1,987,120	760,547	156,091	916,638
1868 -----	1,706,592	281,923	1,988,515	1,020,812	226,901	1,247,713
1869 -----	1,661,869	190,513	1,852,382	1,086,305	199,650	1,285,955
1870 -----	1,693,158	260,214	1,953,372	924,483	171,188	1,095,671
1871 -----	2,380,083	272,466	2,652,549	1,162,286	169,473	1,331,759
1872 -----	3,253,623	234,905	3,488,528	1,835,594	145,701	1,981,295

TABLE VII.

Packing—Beef and Pork, at Chicago, for 22 Seasons.

SEASON.	Number of Cattle Packed.	Number of Hogs Packed.	SEASON.	Number of Cattle Packed.	Number of Hogs Packed.
1851-2 -----	21,806	22,036	1862-3 -----	59,687	970,264
1852-3 -----	24,663	44,156	1863-4 -----	70,086	904,659
1853-4 -----	25,431	52,848	1864-5 -----	92,459	760,514
1854-5 -----	23,691	73,694	1865-6 -----	27,172	507,355
1855-6 -----	28,972	80,380	1866-7 -----	25,996	639,332
1856-7 -----	14,971	74,000	1867-8 -----	35,348	796,226
1857-8 -----	34,675	99,262	1868-9 -----	26,950	597,954
1858-9 -----	45,503	179,684	1869-70 -----	11,963	688,140
1859-60 -----	51,606	151,339	1870-1 -----	21,254	919,197
1860-1 -----	34,624	271,805	1871-2 -----	16,080	1,225,236
1861-2 -----	53,763	505,691	1872-3 -----	15,675	1,425,079

TABLE VIII.

Chicago Grain Trade from the Beginning to Date—Being Shipments for Thirty-six Years.

YEAR.	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Rye, Bushels.	Barley, Bushels.	Total, bushels flour reduced to wheat.
1838.....		78					78
1839.....		3,678					3,678
1840.....		10,000					10,000
1841.....		40,000					40,000
1842.....		586,907					586,907
1843.....		688,967					688,967
1844.....	6,320	861,894					923,494
1845.....	13,752	956,860					1,025,620
1846.....	28,045	1,459,594					1,599,819
1847.....	32,538	1,974,304	67,135	38,892			2,243,021
1848.....	45,200	2,160,000	550,460	65,230			3,001,740
1849.....	51,309	1,936,264	644,848	26,849		31,452	2,895,958
1850.....	100,871	883,644	262,013	158,084		22,872	1,830,968
1851.....	72,406	437,660	3,221,317	605,827		19,997	4,646,831
1852.....	61,196	635,996	2,757,011	2,030,317	17,315	79,818	5,826,437
1853.....	70,984	1,206,163	2,780,228	1,748,393	82,162	120,267	6,292,233
1854.....	111,627	2,306,925	6,837,890	3,239,987	41,158	148,411	13,132,501
1855.....	163,419	6,298,155	7,517,625	1,888,538	19,326	92,011	16,632,750
1856.....	216,389	8,364,420	11,129,668	1,014,637	591	19,051	21,610,312
1857.....	259,648	9,846,052	6,814,615	506,778		17,293	18,483,679
1858.....	470,402	8,850,257	7,726,264	1,519,069	7,569	132,620	50,587,189
1859.....	686,351	7,166,696	4,349,360	1,185,703	134,404	486,218	16,754,136
1860.....	698,132	12,402,197	13,700,113	1,091,698	156,642	267,449	31,108,750
1861.....	1,603,920	15,835,953	24,372,725	1,633,237	393,813	226,534	50,481,862
1862.....	1,739,849	13,808,898	29,452,610	3,112,366	871,796	532,195	56,477,110
1863.....	1,522,085	10,793,295	25,051,450	9,234,858	651,094	948,223	54,287,345
1864.....	1,258,343	10,250,026	12,235,452	16,567,650	893,492	345,208	46,718,543
1865.....	1,293,428	7,614,887	25,437,241	11,142,140	999,289	507,484	52,268,181
1866.....	1,981,525	10,118,907	32,753,181	9,961,215	1,444,574	1,300,821	65,486,323
1867.....	2,015,455	10,557,123	21,067,205	10,226,026	1,213,380	1,846,891	55,187,909
1868.....	2,399,619	10,374,683	24,770,626	14,440,830	1,202,941	901,183	63,688,358
1869.....	2,339,063	13,244,249	21,586,808	8,800,646	798,744	633,753	56,759,515
1870.....	1,705,977	16,432,585	17,777,377	8,507,735	913,623	2,584,692	54,745,903
1871.....	2,287,574	12,905,449	36,716,030	12,151,247	1,325,867	2,908,113	71,800,789
1872.....	1,361,328	12,160,046	47,013,552	12,255,537	776,805	5,032,308	83,364,224
1873.....							

TABLE IX.

Entire Movement of Flour and Grain at Chicago.

The subjoined two tables are for the year 1872, showing, in detail, the quantities of different breadstuffs, how they came, how they went, and whither they went.

Grain which arrives in teams is not included in the subjoined tables. "Other American Ports" includes Collingwood, Port Huron, and Port Colborne, in Canada, to which large quantities are sent, but consigned through to Eastern ports in the United States

RECEIPTS.

RECEIVED BY	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Rye, Bushels.	Barley, Bushels.	All: Flour reduced to Wheat.
Lake.....	18,302	167,388				6,583	265,436
Total all Grain by Lake.....							
Illinois and Michigan Canal.....	17,566	4,808	7,157,274	851,589	4,129	65	
Chicago and Northwestern Railway.....	1,027,325	6,606,808	4,411,139	3,381,764	335,822	2,503,610	
Illinois Central Railroad.....	153,484	2,955,445	8,126,969	3,476,740	130,878	1,061,536	
Chicago, Rock Island and Pacific Railroad.....	94,819	1,793,450	7,627,698	2,152,896	244,511	703,108	
Chicago, Burlington and Quincy Railroad.....	113,623	1,010,438	11,804,124	3,917,673	338,046	951,304	
Chicago and Alton Railroad.....	67,100	25,070	6,621,420	761,240	56,185	12,970	
Michigan Central Railroad.....	20,750	14,556		19,833			
Lake Shore and Michigan Southern Railway.....	14,177	114,418	22		565		
Pittsburg, Ft. Wayne and Chicago Railway.....	3,442	5,252	928	3,704	350		
Pittsburg, Cincinnati and St. Louis Railway.....	516	20,908	3,659	13,256		574	
Chicago, Danville and Vincennes Railway.....	900	5,600	1,612,800	543,020	18,600	12,000	
Total all Grain by Railroads and Canal.....							82,874,365
Total Receipts, land and water.....	1,532,014	12,724,141	47,366,087	15,061,715	1,129,086	5,251,750	83,066,593
Flour manufactured in the city.....	186,968						
In store December 31, 1871.....	32,700	1,290,639	3,113,637	738,573	299,990		526,929
Grand Total	1,751,682	14,014,780	50,479,724	15,800,288	1,429,076	5,778,679	88,426,842 *

* Including grains in store.

SHIPMENTS.

SHIPPED BY	Flour, Barrels.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Rye, Bushels.	Barley, Bushels.	All grain: (Flour re- duced to Wheat.)
Lake—							
To Buffalo	140,344	5,711,143	31,989,970	4,502,729	199,961	2,235,059	---
To Oswego	19,828	287,202	1,068,456	48,090	---	16,185	---
To Erie	---	300,390	154,587	645,012	---	---	---
To Ogdensburg	6,795	2,020	496,397	56,214	---	---	---
To other American Ports	55,863	209,547	2,670,091	1,003,328	31,577	76,779	---
To Montreal	627	256,814	449,585	---	---	---	---
To Kingston	---	1,483,329	2,162,477	---	---	---	---
To other Canadian Ports	---	581,335	2,597,936	115,411	---	2,500	---
Total by Lake	223,457	8,831,870	41,589,508	6,370,784	231,538	2,330,523	54,100,164
Illinois & Michigan Canal	1,201	206,010	---	7,064	400	---	---
Chicago and Northwestern Railway	21,262	119,675	27,928	18,962	985	45,249	---
Illinois Central Railroad	39,528	111,144	---	1,240	7,822	68,976	---
Chicago, Rock Island & Pacific Railroad	9,872	203,728	5,714	1,018	2,468	50,266	---
Chicago, Burlington & Quincy Railroad	7,346	80,402	---	---	---	13,897	---
Chicago & Alton Railroad	14,552	157,877	---	1,850	12,677	57,560	---
Michigan Central Railroad	181,850	834,660	2,066,722	2,953,791	18,842	558,815	---
Lake Shore and Michigan Southern Railway	132,249	423,921	1,971,132	1,646,272	45,078	597,184	---
Pittsburgh, Fort Wayne & Chicago Railway	473,185	544,518	1,200,150	763,400	184,900	947,360	---
Pittsburgh, Cincinnati and St. Louis Railway	236,684	560,711	150,398	489,856	263,295	354,038	---
Chicago, Danville & Vincennes Railroad	21,142	85,530	2,000	1,300	8,800	8,440	---
Total, all Grain by Railroad	---	---	---	---	---	---	29,264,060
Total Shipments, land and water	1,361,328	12,160,046	47,013,552	12,255,537	776,805	5,032,308	83,364,224
In store Dec. 31st, 1872	25,582	1,047,633	1,595,252	844,669	201,674	307,039	---
City consumption, or unaccounted for	364,772	807,001	1,870,920	2,700,082	450,597	439,332	---
Total	1,751,682	14,014,780	50,479,724	15,800,288	1,429,076	5,778,679	---

TABLE X.

Grain Receipts and Shipments ; the several kinds by the several transits.—1872.

RECEIPTS.

	CORN.	WHEAT.	RYE.	OATS.	BARLEY.
By Lake		167,388			6,583
Illinois and Michigan Canal	7,157,274	4,808	4,129	851,589	65
Chicago and Northwestern R. R.	4,411,139	6,606,808	335,822	3,331,764	2,503,610
Illinois Central R. R.	8,126,969	2,955,445	130,878	3,476,740	1,061,536
Chicago, Rock Island and Pacific R. R. .	7,627,698	1,793,450	244,511	2,152,896	703,108
Chicago, Burlington and Quincy R. R. .	11,804,124	1,010,438	338,046	3,917,673	951,304
Chicago and Alton R. R.	6,621,420	25,070	56,185	701,240	12,970
Michigan Central R. R.		14,556		19,833	
Lake Shore and Michigan Southern R.R. .	22	114,418	565		
Pittsburg, Ft. Wayne and Chicago R. R. .	982	5,252	350	3,704	
Pittsburg, Cincinnati and St. Louis R.R. .	3,659	20,908		13,256	574
Chicago, Danville and Vincennes R. R. .	1,612,800	5,600	18,600	543,820	12,000
TOTAL	47,366,087	12,724,141	1,129,086	15,061,715	5,251,750

SHIPMENTS.

	CORN.	WHEAT.	RYE.	OATS.	BARLEY.
By Lake	41,589,508	8,831,870	231,538	6,370,784	2,330,523
Illinois and Michigan Canal		266,010	400	7,064	
Chicago and Northwestern R. R.	27,928	119,675	985	18,962	45,249
Illinois Central R. R.		111,144	7,822	1,240	68,976
Chicago, Rock Island and Pacific R. R. .	5,714	203,738	2,468	1,018	50,266
Chicago, Burlington and Quincy R. R. .		80,402			13,897
Chicago and Alton R. R.		157,877	12,677	1,850	57,560
Michigan Central R. R.	2,066,722	834,660	18,842	2,953,791	558,815
Lake Shore and Michigan Southern R.R. .	1,971,132	423,921	45,078	1,646,272	597,184
Pittsburg, Ft. Wayne and Chicago R. R. .	1,200,150	544,518	184,900	763,400	947,360
Pittsburg, Cincinnati and St. Louis R. R. .	150,398	560,711	263,295	489,856	354,038
Chicago, Danville and Vincennes R. R. .	2,000	85,530	8,800	1,300	8,440
TOTAL	47,013,552	12,160,046	776,805	12,255,537	5,032,308

By what Routes of Transit, in what Relative Quantities, Leading Articles, other than Breadstuffs, Manufactures, and Merchandise, so from Chicago.— Exemplified by the Figures of 1872.

TABLE XI.

SHIPPED BY	Beef, Barrels.	Pork, Barrels.	Provisions & Cut Meats, Pounds.	Lard, Pounds.	Salt, Barrels.	Liquors & H. Wines, Barrels.	Lead, Pounds.	Lumber, Feet.	Shingles, No.	Tallow, Pounds.	Potat's, Bushels
Lake	12,148	63,844	229,710	3,237,850	2,725	5,603	---	1,359,000	---	98,400	---
Illinois and Michigan Canal	---	---	---	---	13,457	---	---	37,539,000	9,084,123	2,500	774
Chicago and Northwestern R. R.	---	5,131	140,917	119,450	59,749	10,787	---	44,948,566	30,375,500	---	---
Illinois Central R. R.	352	15,459	---	477,305	94,002	2,920	1,036,100	82,575,000	81,747,000	249,095	16,980
Chicago, Rock Island and Pacific R. R.	---	565	2,684,960	867,620	129,122	7,345	1,272,580	30,746,000	30,070,000	---	6,643
Chicago, Burlington and Quincy R. R.	---	---	1,962,920	240,140	154,906	5,506	---	88,656,146	106,613,000	41,560	13,535
Chicago and Alton R. R.	---	4,807	5,020,743	240,140	44,521	6,814	255,680	73,808,145	123,771,450	---	17,740
Michigan Central R. R.	1,805	---	26,970,630	11,264,820	140	---	255,680	4,809,690	1,442,500	999,620	23,123
Lake Shore and Michigan Southern R. R.	23,940	49,024	67,798,325	39,241,765	2,518	47,460	396,060	5,920,000	359,000	1,761,813	---
Pittsburg, Ft. Wayne and Chicago R. R.	1,113	33,725	108,090,800	25,153,800	375	73,783	3,482,700	2,036,500	2,029,000	1,789,300	---
Pittsburg, Cincinnati and St. Louis R. R.	298	25,017	24,831,479	4,017,533	3,107	2,020	4,065,144	24,266,460	36,949,800	370,239	4,944
Chicago, Danville and Vincennes R. R.	255	5,500	996,980	9,000	7,133	413	45,773	21,316,000	14,386,000	---	10,510
Total of each article.	39,911	208,664	238,727,484	86,040,785	513,030	100,564	10,042,717	417,980,570	436,327,375	5,312,527	94,249

TABLE XII.

Grand Aggregates of Cereals.—1872.

Up to the close of 1872 the grain, consisting of Wheat, and flour reduced to bushels of wheat, Corn, Oats, Rye and Barley, which from the beginning (during 35 years) had been shipped from the port of Chicago, exceeds a bushel a-piece to the human race; viz., a grand aggregate of one thousand four hundred and thirty-two millions, four hundred and thirty-five thousand, one hundred and forty bushels, or more than thirty-nine million bushels a year (39,789,865) for every year since the city was incorporated in 1837. Of this grand aggregate there were of

Wheat, including flour.....	bushels	881,381,138
Indian Corn.....		386,792,804
Oats.....		133,013,639
Barley.....		19,302,964
Rye.....		11,944,595
Total, bushels.....		1,432,435,140

The first of the thirty-five years, 78 bushels was the whole shipment; the last, 83,364,224 bushels, was the shipment, of which 47,013,552 bushels was corn, 12,160,046 of wheat.

TABLE XIII.

Direct Importations of Merchandise to Chicago for the Calendar year 1872 and eight months of 1873.

TOTAL BY MONTHS.—1872.

	By Vessel via Canada.	Sealed cars, via N. Y., Boston, &c.	TOTAL.
January.....	\$ 60,732	\$ 19,932	\$ 80,664
February.....	7,249	117,017	124,266
March.....	81,899	304,799	386,698
April.....	1,186	404,394	405,580
May.....	107,382	169,267	276,649
June.....	204,476	110,918	315,394
July.....	205,474	143,195	348,669
August.....	207,385	562,123	769,508
September.....	219,799	443,192	662,991
October.....	327,778	417,437	745,215
November.....	185,086	141,890	326,976
December.....	158,329	94,961	253,290
Total.....	\$1,766,775	\$2,929,134	\$4,495,909

FIRST EIGHT MONTHS OF 1873.

	By Vessel via Canada	Sealed cars via N. Y., Boston, &c.	TOTAL.
January.....	\$ 17,769	\$172,640	\$180,409
February.....	10,161	452,288	462,449
March.....	15,837	353,333	369,170
April.....	8,172	195,714	203,886
May.....	148,597	78,662	227,259
June.....	154,238	84,136	238,374
July.....	136,469	109,862	246,331
August.....	178,234	213,990	392,224
Total.....	\$669,477	\$1,660,625	\$2,330,102

TABLE XIV.

Arrivals and Clearances of Lake Vessels at the Port of Chicago during 1872.

ARRIVED.

1872.	Vessels in the coasting trade.		Foreign vessels from foreign ports.		American vessels from foreign ports.		Aggregate vessels entered.	
MONTHS.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
January	3	1,444	-----	-----	-----	-----	3	1,444
February	3	1,102	-----	-----	-----	-----	3	1,102
March	15	3,366	-----	-----	-----	-----	15	3,366
April	580	99,587	-----	-----	-----	-----	580	99,587
May	1,713	389,021	15	4,824	8	2,336	1,736	396,081
June	1,833	432,044	17	4,717	11	3,160	1,861	439,921
July	2,046	476,177	25	6,995	5	1,317	2,076	484,489
August	2,039	492,123	13	3,604	4	941	2,056	496,673
September	1,658	397,295	27	8,047	5	1,323	1,690	406,665
October	1,701	426,275	43	12,168	9	2,927	1,753	441,370
November	962	254,233	12	3,447	8	2,508	982	260,188
December	69	28,866	-----	-----	-----	-----	69	28,866
Total	12,622	3,001,538	152	43,802	50	14,412	12,824	3,059,752

CLEARED.

1872.	Vessels in the coasting trade.		Foreign vessels to foreign ports.		American vessels to foreign ports.		Aggregate vessels cleared.	
MONTHS.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.	Vessels	Tonnage.
January	4	1,600	-----	-----	-----	-----	4	1,600
February	2	946	-----	-----	-----	-----	2	946
March	43	8,092	-----	-----	-----	-----	43	8,092
April	483	88,687	1	305	4	1,156	488	90,148
May	1,599	360,012	22	6,370	67	19,138	1,688	385,520
June	1,860	442,801	13	3,662	51	14,308	1,924	460,771
July	1,981	471,302	23	6,148	37	9,221	2,041	486,671
August	1,939	467,463	16	4,389	75	20,013	2,030	491,865
September	1,626	401,222	24	7,076	52	13,506	1,702	421,804
October	1,746	422,772	38	11,295	17	4,639	1,801	438,706
November	767	219,746	13	3,503	14	3,875	794	227,124
December	14	4,543	-----	-----	-----	-----	14	4,543
Total	12,064	2,889,186	150	42,748	317	85,856	12,531	3,017,790

TABLE XV.

Comparative Statement of Arrivals and Clearances at the Port of Chicago for the Past Ten Years.

ARRIVALS.			CLEARANCES.		
YEARS.	Vessels.	Tonnage.	YEARS.	Vessels.	Tonnage.
1863.....	8,678	2,172,611	1863.....	8,457	2,161,221
1864.....	8,938	2,172,866	1864.....	8,824	2,166,904
1865.....	10,112	2,106,857	1865.....	10,067	2,092,276
1866.....	11,034	2,258,572	1866.....	11,115	2,361,520
1867.....	12,230	2,588,527	1867.....	12,140	2,512,676
1868.....	13,174	2,984,591	1868.....	13,225	3,020,812
1869.....	13,730	3,123,400	1869.....	13,872	3,149,946
1870.....	12,739	3,049,265	1870.....	12,433	2,983,942
1871.....	12,330	3,096,101	1871.....	12,312	3,082,235
1872.....	12,824	3,059,752	1872.....	12,531	3,017,790

TABLE XVI.

Statistics of Trade and Population.— St. Louis and Chicago Compared.

[The following comparisons are from the Directory for 1873 of Mr. Richard Edwards, who has made the facts here handled a special study for years. While deprecating those comparisons which are proverbially "odious," we place sufficient confidence in the general correctness and utility of the figures to give them a place in this department of "Chicago and Its Suburbs."]

POPULATION.

	Chicago.	St. Louis.	Chi. Maj.
Names in Directory of 1860.....	28,792	53,211	
" " 1866.....	70,363	55,456	14,907
" " 1870.....	100,555	71,925	28,630
" " 1873.....	133,043	91,850	41,193

BUSINESS.

The following table shows the number of business houses, by an actual count, as reported in the commercial reports issued in July, 1873, by the three mercantile agencies of R. G. Dun & Co., Tappan, McKillop & Co., and J. M. Bradstreet & Son:

	CHICAGO.	ST. LOUIS.
From R. G. Dun & Co.....	8,816	4,418
From Tappan, McKillop & Co.....	8,262	4,852
From J. M. Bradstreet & Son.....	8,376	5,854
Average.....	8,485	5,052

These figures show, when averaged, that the number of business houses in Chicago is 68 per cent. greater than the number in St. Louis. The commercial agencies do not, however, claim to be exhaustive in their reports. The two Directories, when called into requisition upon this point, show totals as follows:

1873.	CHICAGO.	ST. LOUIS.
Business firms.....	12,794	8,019

The details of the count of Business Establishments in the two cities are as follows:

	Chicago.	St. Louis.		Chicago.	St. Louis.
Abstracts	3	0	Insurance Companies, Life	53	45
Agricultural Implements	13	10	Iron, Nails and Steel	10	14
Architects	93	42	Iron Works	21	22
Artists	26	26	Jewelry Manufacturers	11	0
Bakeries	191	196	Junk Dealers	26	7
Bankers	34	7	Justices of the Peace	14	14
Banks	36	22	Laundries	83	30
Banks for Savings	19	36	Lawyers	557	372
Barbers	229	199	Leather Manufacturers	6	0
Billiard Halls	60	7	Leather and Findings	17	14
Blacksmiths	127	94	Lightning Rod Manufacturers	9	2
Horse Shoers	52	22	Lime, Plaster and Cement	23	8
Boarding Houses	664	442	Lithographers	9	12
Book Binders	21	14	Livery Stables	85	63
Booksellers and Stationers	138	63	Locksmiths and Bell Hangers	22	20
Boot and Shoemakers	276	319	Lumber Manufacturers and Dealers	193	52
Boots and Shoes, wholesale	24	20	Machinists	15	13
Boots and Shoes, retail	291	235	Marble Workers and Dealers	20	18
Carriage Builders and Dealers	49	32	Match Manufacturers	5	5
Chemists, Manufacturing	15	9	Meat Markets	472	469
Cigar Manufacturers	144	122	Millinery and Millinery Goods	179	96
Cigars, wholesale	16	8	Millinery, wholesale	13	11
Cigars and Tobacco, wholesale	13	0	Mining Companies	8	10
Cigars and Tobacco, whol. and ret.	17	7	Mowers and Reapers	8	4
Cigars and Tobacco, retail	282	147	Music Teachers	23	32
Clothing Manufacturers	14	4	News Depots	52	23
Clothing, wholesale	23	15	Newspapers and Publications	84	82
Clothing, retail	178	78	Notaries Public	194	118
Coal Dealers	67	20	Notions, wholesale	9	0
Coal and Wood	129	75	Oil Manufacturers and Dealers	19	14
Commission Merchants	495	261	Packers, Beef and Pork	55	23
Contractors	117	15	Painters	189	95
Crockery and Glassware	55	52	Paper Dealers	16	5
Dentists	89	47	Paper Hangings	25	13
Distillers and Rectifiers	22	13	Pawnbrokers	29	21
Dressmakers	229	196	Photographers	65	37
Druggists, wholesale	12	10	Physicians	488	369
Druggists, retail	195	134	Picture Frames	33	27
Dry Goods, wholesale	20	19	Planing Mills	40	13
Dry Goods, retail	239	187	Plumbers and Gasfitters	32	36
Elevators	14	2	Printers	101	40
Fancy and Variety Stores	135	155	Publishers	79	19
Florists	22	10	Railroad Companies	31	23
Flour and Feed	137	72	Railroad Supplies	17	9
Foundries	21	29	Real Estate	642	85
Furniture Manufacturers	77	29	Rolling Mills	2	2
Furniture Dealers	153	75	Restaurants	184	74
Gents' Furnishing Goods	67	28	Roofers	27	14
Grocers, wholesale	51	58	Saddle and Harness Makers	84	54
Grocers, wholesale and retail	19	25	Sash, Doors and Blinds	51	9
Grocers, retail	1,197	541	Stoves and Hollow Ware	59	72
Hair Goods, Workers and Dressers	42	13	Tailors	400	321
Hardware, wholesale	11	10	Tanners and Curriers	22	21
Hardware, wholesale and retail	12	5	Tin, Copper and Sheet Iron Works	29	40
Hardware, retail	139	34	Tobacco Manufacturers & Dealers	24	35
Hat and Cap Manufacturers	12	6	Trunk Manufacturers	20	20
Hats and Caps, wholesale	10	7	Undertakers	31	23
Hats and Caps, retail	78	47	Upholsterers	20	24
Hides, Pelts, etc.	22	11	Wagon Makers	69	69
Hotels	105	74	Watchmakers and Jewelers	164	100
Ice Dealers	10	24	White lead Manufacturers	4	6
Insurance Agents	116	61	Wines and Liquors	178	116
Insurance Companies, Fire	109	93			
Insurance Companies, Marine	17	0			
			Total	12,794	8,019

POSTAL BUSINESS.

The records of the Post Office Department at Washington show that there were collected and delivered in Chicago and St. Louis during the month of June, 1873, letters to the following number:

	Chicago.	St. Louis.
Collected	2,542,447	527,898
Delivered	1,277,237	894,831

TABLE XVI.

Showing the Population of the States Depending Mainly or Largely upon Chicago for a Market.

	1860.	1870.
Illinois	1,711,951	2,539,891
Michigan	1,184,059	1,749,113
Wisconsin	775,881	1,054,670
Iowa	674,913	1,194,020
Nebraska	28,841	122,993
Minnesota	172,023	439,706
Kansas	107,206	364,399
Colorado	24,277	39,864
Utah	40,273	86,786
Arkansas	435,450	484,471
Texas	604,215	818,579
Total	5,769,089	8,894,492

TABLE XVII.

National Banks of Chicago.—Facts from Quarterly Statement of December 27, 1872.

	NATIONAL BANKS.	PRESIDENTS.	Loans, dis- counts, and Over Drafts	Cash and Clearing House Exchanges.	Due from Redeeming Agents and other Bankers.	Deposits, Dec. 27, 1872.
1	Union	W. F. Coolbaugh..	\$3,338,715	\$1,795,727	\$507,281	\$4,312,823
3	Third	J. Irving Pierce...	2,806,785	844,855	317,523	2,889,119
2	First	S. M. Nickerson...	2,493,063	921,152	549,056	2,810,240
4	Commercial	H. F. Eames	1,149,514	518,174	271,241	1,563,275
6	German	H. Greenebaum	1,261,659	386,478	170,299	1,211,894
10	Corn Exchange	J. S. Rumsey	903,277	414,738	234,435	1,028,774
5	Merchants'	C. B. Blair	1,375,071	233,717	174,694	992,408
12	Mechanics'	J. Y. Scammon	939,664	264,303	142,218	908,677
7	Manufacturers'	Ira Holmes	865,735	202,858	222,026	885,820
15	Cook County	D. D. Spencer	742,882	337,607	142,218	880,612
9	Fifth	C. B. Sawyer	955,995	241,382	248,331	767,990
16	Illinois	E. Schneider	887,003	185,945	129,930	719,646
8	Northwestern	Geo. Sturgis	1,197,365	251,617	170,351	706,574
13	City	A. D. Reed	656,425	167,473	187,339	704,426
11	Second	J. A. Ellis	457,556	212,652	90,377	647,256
14	Traders	J. O. Rutter	536,603	410,614	39,503	612,344
18	Commerce	P. C. Maynard	495,178	163,652	95,775	550,042
17	Fourth	H. R. Payson	333,622	125,129	90,245	367,512
19	Union Stock Yards	W. F. Tucker	226,278	39,352	178,333	316,881
New	Home	A. L. Chetlain	171,438	51,955	60,000	123,666
	Central	Wm. F. Endicott	119,876	48,180	70,924	60,953
			\$22,183,704	\$6,723,690	\$4,112,737	\$23,039,932

Bank Clearings for four years ending with 1872.

	1st Quarter.	2d Quarter.	3d Quarter.	4th Quarter.	Total.
1869	\$166,859,926.74	\$176,301,175.07	\$189,385,898.03	\$202,114,949.47	\$734,661,949.91
1870	169,400,572.03	204,290,577.73	215,850,904.14	221,133,982.38	810,076,036.28
1871	213,879,551.77	230,766,056.01	256,512,994.49	177,778,152.46	878,036,754.73
1872	197,147,806.61	247,150,355.35	283,212,769.83	265,549,571.67	993,060,503.47

* Went out of business, September, 1873.

CHICAGO AS A BORROWER.

The New York "Financier," through one of its contributors, examined for itself into the political economy of Chicago during the winter of 1872-3. The special responsibility of such a periodical to its patrons imparts significance to the result, published in a series of letters which have been justly commended for their patient accuracy and studious impartiality. We subjoin an extract from the second of the series:

CHICAGO, Dec. 24, 1872.

The total amount of loans outstanding from non-residents upon local security neither needs nor admits of exactitude; but averaging the separate judgments of five of the most experienced Loan Agents, the figure comes out \$64,000,000. This does not include money loaned by residents, exclusive of banks, which I am informed, is about one-tenth of the amount placed here by Eastern and foreign capitalists. Of this Eastern money very little goes into merchandise, manufacturing, etc., but, past and present, is absorbed in building; working stock, goods, material, etc., being obtained directly on credit. But labor, of course, demands cash. It is remarkable that the fire but slightly influenced, on the whole, the amount or character of these loans, or the uses made of the money. Before, as since the fire, house building and money borrowing went much together. That the destruction of property did not check mercantile credit is well known, though I have discovered with interest the fact that it was the same, in general, in the loan market; one of the most experienced agents of investments having informed me that his Eastern correspondents sent out more money than he could place at former rates of interest soon after the fire.

With regard to the state of this business before the fire, the experience of those most conversant with it is not entirely agreed; some stating that they always had a good demand, while one of the leading firms found, during the season of 1871, money a drug at eight per cent. in their hands. On the anniversary of the fire, the estimated outlay for building, within the burnt district alone, was \$45,558,200, the houses having a street frontage of over four miles—about half what the fire vacated. Of this large sum, the major part was borrowed money; yet the outstanding aggregate does not seem at any time to have been much swelled, the fire having merely worked a change, to some extent, in the persons accommodated. A large proportion of this sum was procured for the rebuilding of the really magnificent hotels, the sole proprietor of one of them having borrowed a million with ease from one of the most prudent and conservative corporations in New England. Whether to build or rebuild, a Chicagoan borrows the means to do it with. But this is to be understood relatively to other cities.

The rate of interest realized by the lender for the major part of the assumed aggregate of \$64,000,000 now outstanding, is over 9 per cent.; sums below \$10,000 never going out, in the regular course of business, at less than 10, and few, except cases of very large loans, at less than 9. The very largest loans bring 8 per cent., below which I hear of none at all, unless the round million borrowed by one man above mentioned be at 7½, as I have heard hinted. But this rate would be regarded as altogether without parallel here. The settled practice that all commissions, fees, stamps, exchange, and all manner of expenses, are borne by the borrower, the lender in no case compensating his own agent, I have seldom known to be so uniform, well understood, and cheerfully observed.

With inconsiderable exceptions, all this money is secured on real estate, generally within the city. The loans usually run three to five years, the interest payable semi-annually in the East. Before closing, I will state in some detail the description of corporations and individuals who constitute the lenders in this business. It will be then seen that they belong to the soundest and best qualified judges of credit in the country. This significant fact is highly reputable to the city; but there is another, which illustrates also the completeness and certainty of legal remedies in these cases, the soundness and simplicity of land titles here, and the admirable system of negotiation, as well as the substantial elements of a good credit—viz., from every loan agent in the city of prominence I have received the answer, "Not one cent!" to my inquiry how much had been lost in this class of transactions within their experience. But these facts would still admit the possible depreciation of the mortgaged premises under some financial revulsion calculated to explode speculative values. This reflection led me to inquire with pains into the solidity of prices of real estate in Chicago, with the following result:—

Property in the suburbs, and in some degree wherever residences alone are in prospect, is more fluctuating and tainted with speculation, seldom to the extent, however, of any serious danger, as it seems to me, while the fact itself is denied or much qualified by the regular dealers in real estate. Under ordinary circumstances elsewhere, farms are apt to be preferred to city lots by mortgagees—influenced, perhaps, by general policy. The *Ætna Life Insurance*

Company, a heavy investor in this market, is understood to confine its loans to agricultural property. This is also much the case with the Hartford Life. But, with these exceptions, the opposite policy generally prevails, loan agents usually distrusting agricultural lands most, suburban property next, and least of all, ground in the midst of impetuous and inordinate commercial influences. That business sites are not exaggerated in price is the general assertion, and, indeed, is unquestionably true in the main, improbable as it may appear; but nobody has offered me any satisfactory reason of the fact. It would seem, however, not unaccountable. Speculative values of ground space will be found in all cases to issue out of a nucleus, more or less certain of stability and exact in locality, in the shape of a "trade center," most frequently.

The fire abolished centers that had formed, and scattered the people to acquire new habits of resort. But the effect was much greater in degree than would have been experienced in Eastern cities, since the equal fitness of so large a proportion of blocks and streets here had rendered the ascendancy of some over all the rest generally a mere accident, confirmed by habit. This is appreciated by some of the leading merchants, who are exerting now a strenuous rivalry in aggrandizing their respective sites of trade. It is illustrated, too, by the fact that the lessor of one of that class abated \$50,000 of his demand for the lease, on receiving a bonus equal to the whole sum, not from the lessee, who preferred to go, but from his sagacious neighbors, who foresaw the loss which would be incident to his going.

Thus, while the people are not agreed as to where trade of either branch is to throb thickest, there is no peg on which to hang gambling estimates, and so it comes to pass that business sites in a community of ardent enterprise are yet without excessive valuation. Of course, this is not to remain so always. Trade will center, and then speculation will arise as formerly, and, it may be hoped, with no more hazard than formerly. It may be instructive to present some example of the moderation of price referred to, which, all things considered, is really remarkable.

Business men are familiar with the phrase, "Ground is worth what money-making you can do on it." Inexact in form, the sense of this is plain enough. Upon this notion the almost inestimable value of space in Boston and parts of New York is justified. Now, hearing it said that a hundred millions would not reach the figure for this year's merchandizing on the square (containing three acres) bounded by Madison, Monroe, Franklin and Market streets, I had the curiosity to inquire what notion was entertained of the value of the mere ground, with reference to the subject in hand—viz., security for debt. Calling upon one of the best informed of the leading investing agents, he subjected the tract to his customary methods of computation (which he illustrated upon another piece of property, his own), and announced that the mere land was worth but \$650,000. Taking the amount of business to be only \$75,000,000, and the lot at \$1,000,000, the case is still a great contrast to such in Eastern cities; while, if area could enter into the calculation, the price per square foot would, of course, be nothing to the pavement of gold which would have to be thick to buy many sites elsewhere. Another instance may be given. The Grand Pacific Hotel occupies a square containing an acre and a half, which, as mere land, by the method of computation adopted in the former case, would be worth \$500,000. But the building is known to have cost \$1,000,000, and the furniture is said to demand at least \$400,000 more. This hotel will be a success, or not. If permanently successful, it is obvious that, upon generally received principles, the demonstrated value of the site would exceed a million of dollars. In bargaining for it, suppose at this time, the average prospect of business success, therefore, would be a legitimate element; and hence, if instead of half a million it should be put at three-quarters, the price would not be immoderate, while to make it distinctly "speculative" it is evident that it must be vastly higher.

Another evidence of a moderate and prudent spirit in valuing business ground here is in the element of depreciation of real estate to be found in most of the early reckonings of loss by the fire—an element which so totally disappeared afterwards that even in the official assessments, state and city, for the current year, a large increase in the total real estate values is found. This hypothetical depreciation was set down by the Secretary of the Board of Trade, in his report of January, 1872, at 25 per cent. within the burnt district, though he had the sagacity to distrust it. But 50 per cent. was a common figure.

With regard to overbuilding—a hazard to which western cities are exposed—we may well assume without particulars that it must be long before there can be more house room here than is wanted. But conceiving that the quality of it might possibly exceed due economy, thus rendering the investment of money in elegant structures too unprofitable to support interest on borrowed means, I give the result of my inquiries:

Taking the first class structures of solid masonry, immense size, and durable completeness in all appointments for a definite use, I was surprised to find how little of the large sum of borrowed money went into them. With perhaps three notable exceptions, these great edifices of trade were built by men or corporations who could afford the outlay from their own means. In one of these exceptions, the borrower's city property other than the ground built on is said to be capable of satisfying the mortgages, whatever befalls his great building. Conversing with a citizen of distinguished intelligence, who happened to be marvellously familiar with this subject, he sketched on a paper every square about which I inquired, marking the buildings, block upon block, with respect to their cost, for what purpose built, by whose money, and substantially upon what hypothesis of success. It was apparent that general failure would but very seldom, if it could at all under any probable circumstances, jeopard any loan used in building, within those squares which seem most likely to expose creditors.

The lenders will now engage us. Among these are found foremost New England insurance companies, those of New York and many other states being, as is well known, disabled by law from investing abroad. But without such restrictions the old and respectable Hartford and Boston concerns seem to make Chicago a favorite market for their accumulations.

The largest lender in Chicago is the Connecticut Mutual Life, which, through their loan agent here, Judge Mark Skinner, is understood to have out more than \$10,000,000. The Phoenix Mutual Life, through their agents, Messrs. Baird & Bradley, the Union Mutual Life, Travelers' Life, Charter Oak, Hartford Life, John Hancock Life, New England Mutual, Ætna Life, Economical Life, Providence, are among the principal lenders to Chicago. The Merchants' Fire, by the insolvency of which Chicago lost much, lost nothing by Chicago, having had large sums placed here. The Northwestern Mutual of Milwaukee is also a considerable lender. Besides the companies named, a large number of others operate in smaller sums without organizing separate loan agencies. I understand a scheme is on foot for attracting English investment, with the hope, on the part of some, of lowering rates of interest. It was stimulated, perhaps, by the Boston fire, which for a time disturbed the borrowing class, with, however, no permanent effect. Besides the above eastern lenders, are saving banks, charitable and eleemosynary institutions, and other corporations. A very large proportion—perhaps a third part—of the money loaned consists of trust funds of some description or other, including those of administrators, executors, guardians, etc. A great deal come from aged and retired capitalists—men “who have made their wills, deposited their funds with a Chicago manager of loans with instructions to go on re-investing paid up interest and not bother them about it,” as an informant phrases it. Some individuals have out large sums. One firm here have \$2,000,000 of one man, \$1,500,000 of another—both New York men.

NOTEWORTHY TRANSFERS.

*Of City and Suburban Property, Affording Trustworthy Quotations of Prices from Sep'.,
1873, Backward.*

ADAMS STREET.		
DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1870—Oct. 1, Northwest cor. Wood st.	120	\$100
Nov. 16, East of Loomis st., north front.....	50	280
Dec. 8, Between Clark and Dearborn sts., south front.....	26	1,000
1871—Mar. 27, East of Paulina st., north front.....	125	150
May 11, Southwest cor. Loomis st.	56	177
1872—Jan. 31, Southeast cor. Throop st.	48	200
April 16, Between Wabash and Michigan aves., north front.....	40	425
Sept. 2, East of Western ave., south front.....	132	120
Sept. 3, Southeast cor. Wood st.	225	151
Sept. 21, West of Western ave.	26	38
Oct. 4, Between Laflin and Loomis sts.	120	268
Dec. 5, Between Market and Franklin sts., north front.....	25	1,100
Dec. 9, Northeast cor. Lincoln st.	96	105
Dec. 18, Southeast cor. Oakley st.	48	82
1873—Jan. 6, East of Oakley st.	25	100
Jan. 10, Southeast cor. Seely ave.	127	135
Feb. 1, East of Oakley st.	25	100
Mar. 14, Between Wood and Honoré sts., north front.....	47	128
Mar. 29, Between Winchester and Robey sts., south front.....	30	126
Apr. 18, Near Sacramento ave., south front.....	150	36
May 2, East of Honoré st., south front.....	24	200
May 14, East of Laflin st., north front.....	25	200
May 20, West of Michigan ave., south front.....	24	500
June 25, East of Wood st., north front.....	22	160
July 29, Between Lincoln and Honoré sts., south front.....	22	136

ASHLAND AVENUE.		
1870—June 1, South of York st., west front.....	265	120
1871—Feb. 3, Northwest cor. Adams st.	100	225
Aug. 1, Southeast cor. Harrison st.	135	150
Aug. 3, Northwest cor. York st.	100	145
Sept. 15, Northeast cor. Harrison st.	188	85
1872—Nov. 12, Between Monroe and Adams sts.	50	450
Dec. 17, North of Henry st.	24	75
1873—Jan. 20, Northwest cor. Keenan st., east front.....	25	43
Jan. 23, Near Thirty-third st., west front.....	166	63
Feb. 21, Between Hubbard and Kinzie sts., east front.....	24	63
April 14, Between Twenty-ninth and Thirtieth sts., w. f.	25	40
April 29, Between North Avenue and Blanche sts., west front.....	25	40
April 29, Northwest cor. Van Buren st.	80	250
May 5, Southeast cor. Taylor st.	50	310
May 15, North of Indiana st., east front.....	24	62
June 21, Northeast cor. Harrison st.	100	175
June 23, Between Adams and Jackson sts., west front.....	47	223
Oct. 1, North of Jackson st.	75	225

CALUMET AVENUE.		
1870—July 20, North of Twenty-ninth st., east front.....	20	320
Sept. 1, South of Twenty-second st., east front.....	50	350
1871—Mar. 1, North of Twenty-third st., east front.....	50	365
Mar. 11, North of Twenty-third st., east front.....	30	350
Mar. 11, North of Twenty-third st., east front.....	50	300
April 15, North of Twenty-third st., west front.....	50	260
Aug. 16, South of Twenty-third, east front.....	60	
1872—Aug. 30, South of Twentieth st., east front.....	75	400
Sept. 14, Between Twenty-third and Twenty-fourth sts.	25	230

CALUMET AVENUE.—*Continued.*

DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1873—Mar. 11, Between Twenty second and Twenty-third sts., e. f.	25	\$100
Mar. 18, North of Twenty-third st., west front	25	325
Mar. 20, Near Twenty-eighth st., east front	25	260
April 21, Northeast cor. Thirty-fifth st., west front	160	82
May 28, North of Twenty-ninth st.	25	182
July 15, Between Twenty-third and Twenty-fourth sts., w. f.	25	350
Aug. 1, Near Twenty-eighth st., south front	24	177

CHICAGO AVENUE.

1873—Sept. 5, Between Oakley and Leavitt sts, north front	48	27
1873—Jan. 7, Southwest cor. Snell st., west front	25	60
Mar. 10, Northeast cor. Kedzie ave.	50	91
Mar. 11, Between Wells and Franklin sts., north front	25	180
Mar. 15, Between Wood and Paulina sts., north front	25	44
April 2, West of Sangamon st., south front	25	100
April 5, Near Rose st., south front	25	84
April 7, West of Sangamon st., south front	25	98
April 8, West of Sangamon st., south front	25	100
April 10, Northwest cor. Green st.	25	80
April 18, Southwest cor. Robey st.	25	52
April 25, Southwest cor. Sangamon st.	25	66
April 28, Between Holt and Rose sts., south front	25	84
May 2, West of Green st., south front	25	100

CLARK STREET.

1870—July 6, South of Center st., east front	75	90
Sept. 10, South of Fourteenth st., west front	50	275
Sept. 14, Northeast cor. Twelfth st.	50	440
Oct. 31, South of Jackson st., west front	25	800
1871—Jan. 17, North of Harmon ct., east front	50	444
Apr. 13, Southeast cor. Twelfth st.	176	340
Apr. 29, Southwest cor. Oak st.	102	145
May 17, North of Polk st., east front	180	250
Nov. 1, South of Monroe st., west front	24	800
Dec. 29, South of Van Buren st., east front	25	550
872—Jan. 1, North of Michigan st., east front	25	400
Jan. 25, North of Van Buren st., west front	100	700
Feb. 22, South of Jackson st., west front	60	800
Mar. 5, Between Van Buren and Harrison sts., west front	50	600
Mar. 20, South of Madison st., west front	58	1,325
July 2, South of Monroe st., west front	24	1,300
July 26, South of Van Buren st., west front	24	587
Sept. 2, Between Harrison and Van Buren sts.	23	430
Sept. 11, Between Maple and Oak sts.	25	180
Oct. 10, Between Jackson and Van Buren sts.	40	850
1873—Jan. 29, Southwest cor. South Water st.	21 (shallow)	470
Feb. 19, Between Thirteenth and Fourteenth sts., west front	54	266
Mar. 24, South of Ohio st., east front	20	250
April 10, Between Maple and Oak sts., east front	25	184
April 23, South of Taylor st., west front	25	280
June 4, South of Eighteenth st., west front	50	170
Aug. 16, Near Goethe st., west front	25	115

DEARBORN STREET.

1870—Nov. 19, Northeast cor. Springer st.	100	200
1871—Mar. 19, Southeast cor. Maple st.	103	125
Mar. 30, Southeast cor. Superior st.	80	150
Dec. 21, Northwest cor. Burton Place	154	169
1872—Jan. 11, North of Lake st., west front	30	666
Jan. 15, Northeast cor. Monroe	190	800
Mar. 12, North of Division st.	45	222
Mar. 25, Between Washington and Randolph sts., w. f.	60	1,000
Mar. 25, Between Elm and Maple sts., east front	44	250
May 7, Northeast cor. Schiller st.	75	240
Aug. 10, North of Washington st., west front	25	1,000
Sept. 23, South of Chicago ave., east front	29	173
Oct. 8, Between Superior and Huron sts., east front	20	200
Oct. 10, North of Schiller st., east front	25	240
Dec. 11, South of Goethe st., east front	50	209
1873—Jan. 15, South of North ave., east front	50	175
Jan. 20, North of Division st., east front	25	240

DEARBORN STREET.—*Continued.*

DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1873—Jan. 25, Between Illinois and Michigan sts., west front.....	25	\$200
Feb. 10, Southeast cor. Monroe st.....	190	2,000
Feb. 10, North of Goethe st.....	25	224
May 29, Between Indiana and Ohio sts.....	24	130
June 5, Southeast cor. Huron st.....	23	230
June 30, South of Huron st., south front.....	35	150
July 5, Northeast cor. Goethe st.....	50	200
July 15, North of Goethe st., east front.....	25	225
July 25, Between Superior and Huron sts., east front.....	20	200

DIVISION STREET.

1872—Sept. 21, Between Market and Franklin sts.....	22	300
1873—Jan. 13, Between Bremer and Townsend.....	33	88
May 28, West of Leavitt st., south front.....	25	40
June 5, Between Larned and Paulina sts., north front.....	25	51
June 14, East of Shober st., south front.....	48	62
July 2, East of Houston st., south front.....	25	44
July 31, Between Noble and Currier sts., south front.....	25	104

HALSTED STREET.

1870—Oct. 4, Northwest cor. Jackson st.....	90	250
Nov. 24, Southeast cor. Fulton st.....	56	285
1871—Nov. 16, Near Monroe st.....	25	280

HARRISON STREET.

1872—Sept. 5, Between Robey and Hoyne sts., north front.....	25	48
Sept. 14, Between Ashland ave. and Laflin st.....	25	86
Dec. 2, Between Leavitt and Hoyne sts., north front.....	25	60
Dec. 7, Between Oakley st. and Western ave.....	25	40
Dec. 7, Between Oakley st. and Western ave., south front.....	25	40
1873—Jan. 31, Between Oakley st. and Western ave., south front.....	25	40
Feb. 1, Between Centre Ave. and May st., north front.....	25	71
Feb. 23, Between Clinton and Jefferson sts., north front.....	50	170
Mar. 1, Between Aberdeen and Sholto st., south front.....	25	140
Mar. 1, Between Oakley st. and Western ave., north front.....	25	48
Mar. 1, Southwest cor. Oakley st.....	75	66
Mar. 13, Between Oakley st. and Western ave., north front.....	25	52
Mar. 27, Between Rockwell and Campbell aves., north front.....	25	22
Mar. 27, Between Aberdeen and Morgan sts., south front.....	50	100
April 8, Between Hoyne and Leavitt sts., south front.....	25	64
May 1, West of Leavitt st., south front.....	25	60
May 12, Southwest cor. Centre ave., north front.....	50	132
May 28, Between Robey and Hoyne sts., north front.....	25	50
July 25, West of Centre ave., north front.....	25	100
July 28, West of Sherman st., north front.....	25	144
Aug. 4, West of Robey st., south front.....	25	65
Aug. 18, Southeast cor. Sacramento ave.....	75	27

INDIANA AVENUE.

1870—Feb. 22, North of Eighteenth st., west front.....	50	300
Mar. 5, South of Thirty-first st., west front.....	50	200
Mar. 14, South of Twenty-ninth st., east front.....	100	150
Aug. 17, North of Twenty-sixth st., east front.....	50	225
Dec. 15, North of Twenty-second st., east front.....	50	320
1871—March 27, South of Sixteenth st., west front.....	40	300
June 2, Between Twenty-third and Twenty-fourth sts., e. f.....	50	223
June 10, South of Eighteenth st., east front.....	50	350
July 5, South of Thirty-ninth st., east front.....	100	100
Aug. 7, Northeast cor. Fifty-third.....	300	60
1872—Dec. 7, Between Belden and Fullerton aves., west front.....	25	60
Dec. 18, Near Fifteenth st., east front.....	25	200
Dec. 24, South of Oneida st., east front.....	25	40
Dec. 25, Southeast cor. Thirty-third st.....	312	75
Dec. 25, Northeast cor. Thirty-fourth st.....	286	77
Sept. 16, Bet. Twenty-first and Twenty-second sts., w. f.....	50	320
Oct. 1, Northeast cor. Thirtieth st.....	129	170
Oct. 11, North of Twenty-ninth st., west front.....	25	160
Nov. 1, Between Thirty-second and Thirty-third sts., w. f.....	100	115
Nov. 9, South of Thirty-fourth st., east front.....	50	120
1873—Jan. 23, Between Kinzie st. and Washington ave., e. f.....	40	259
Feb. 20, Between Thirty-sixth and Thirty-seventh sts., w. f.....	48	54
Feb. 20, Between Thirty-sixth and Thirty-seventh sts., w. f.....	24	54

INDIANA AVENUE.—*Continued.*

DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1873—Mar. 5, North of Blackhawk st., west front.....	25	\$88
Mar. 8, South of Onondaga st., east front.....	25	92
Mar. 12, North of Walsh st., east front.....	34	107
Mar. 27, Between Thirty-seventh and Thirty-eighth sts., w. f.	48	57
April 1, Between Van Buren and Taylor sts., east front...	50	300
April 26, Between Clay and Center sts., east front.....	50	40
April 29, Northeast cor. Thirty-fourth st.....	286	94
May 1, Between Kinzie and Carroll sts., east front.....	25	100
May 15, Near Clay st., east front.....	25	40
June 4, Southwest cor. Sophia st.....	75	57
Aug. 11, North of Thirty-sixth st., west front.....	25	66
Jan. 29, North of Thirty-fourth st., west front.....	24	125
March 14, Southwest cor. Twenty-first st.....	100	250
April 15, Bet. Twenty-first and Twenty-second sts., w. f...	25	200
April 24, Near Thirty-first st., west front.....	24	130
April 27, Between Thirty-fourth and Thirty-fifth sts., e. f...	50	107
May 12, South of Twenty-sixth st., west front.....	30	266
May 17, South of Thirty-first st., west front.....	25	160
May 30, South of Sixteenth st., west front.....	22	237
June 27, Bet. Thirty-fourth and Thirty-fifth sts., w. front...	25	120
July 22, South of Twenty-sixth st., west front.....	30	200
Aug. 8, South of Twenty-ninth st., east front.....	100	170

INDIANA STREET.

1871—Dec. 1, Southeast cor. Oakley st.....	96	155
1872—June 5, Near Bickerdyke st., south front.....	25	80
June 6, East of Hoyne st., south front.....	24	42
July 3, West of Ada st., south front.....	30	133
July 17, East of Dearborn st., north front.....	40	185
Aug. 1, Northeast, cor. Lincoln st., west front.....	25	80
Aug. 4, Between Dearborn and State sts., south front.....	20	200
Aug. 5, Between Armour and Bickerdyke sts., south front...	50	100
Sept. 11, Between Peoria and Green sts.....	31	97
Nov. 5, Southeast cor. Franklin st.....	75	207
1873—Feb. 15, Between Clark and Dearborn sts.....	20	150
Feb. 25, Between Roby and Lincoln sts., north front.....	25	100
Mar. 7, Between Noble and Ada sts., north front.....	37	82
April 19, Northeast cor. LaSalle st.....	45	144
April 22, Between Elizabeth and Ada sts., south front.....	50	100
May 17, Near Market st., north front.....	25	130
May 21, East of Union st., north front.....	75	85

JACKSON STREET.

1870—July 21, East of State st., south front.....	40	600
1871—Jan. 8, West of Wabash ave., south front.....	26	700
May 10, East of Throop st., south front.....	50	220
1872—Jan. 13, Northwest cor. Clinton st.....	106	236
Feb. 8, Northwest cor. Franklin st., south front.....	32	469
Feb. 15, East of Fourth ave.....	50	1,000
Mar. 3, Between Morgan and Sangamon sts., south front...	25	205
Mar. 13, Between Lincoln and Honoré sts., north front.....	24	86
April 12, East of Ashland avenue, south front.....	25	150
April 10, West of Campbell st., north front.....	56	54
April 21, East of Halsted st., north front.....	25	192
April 22, Southeast cor. Robey st., north front.....	50	90
April 22, Southeast cor. Robey st., north front.....	25	90
May 1, Cor. Sangamon st.....	197	406
May 26, Northeast cor. Honoré st.....	25	112
May 28, Southeast corner Throop st.....	85	140
Oct. 1, West of State st., north front.....	24	900
Oct. 1, East of Hoyne st., south front.....	25	110
Oct. 3, Between Third ave. and State st.....	20	1,000
Dec. 5, East of Laflin st., south front.....	125	150
Dec. 5, West of Loomis st., south front.....	100	150
1873—Jan. 27, Between Wabash and Michigan aves., north front...	81	864

KINZIE STREET.

1872—Sept 4, Between Lincoln and Wood sts.....	50	50
Oct. 26, Between Dearborn and State sts.....	20	300
Nov. 18, Between Wells and LaSalle sts.....	13	308
Dec. 4, Between Lincoln and Wood sts.....	50	40
1873—April 1, Near Robey st., south front.....	25	28
April 29, East of Armour st., south front.....	22	50
June 6, West of Leavitt st., south front.....	24	42

LAKE STREET.

DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1870—Mar. 1, Northeast cor. Green st.....	50	\$200
Oct. 8, East of Ada st., north front.....	26	446
1871—June 1, East of Paulina st., north front.....	50	240
Oct. 19, East of Fifth ave., north front.....	20	600
1872—Feb. 1, West of Green st., north front.....	50	340
Mar. 1, East of State st., south front.....	11	909
Apr. 12, East of Wabash ave., north front.....	24	803
May 23, East of State st., south front.....	22	1,000
Sept. 2, Northwest cor. Kedzie ave.....	396	40
Sept. 7, Between Lincoln and Wood sts., south front.....	50	127
Oct. 3, Between Clinton and Canal sts., north front.....	43	465
Nov. 1, East of La Salle st., south front.....	20	750
Dec. 12, Between Lincoln and Wood sts., north front.....	30	200
Dec. 17, Between Halsted and Union sts., south front.....	20	275
1873—Jan. 1, Between May and Curtis sts., south front.....	50	170
Jan. 1, Between Union and Desplaines sts., north front.....	23	326
Feb. 10, Northwest cor. Oglesby st., south front.....	100	53
Feb. 14, Near Valentine st., south front.....	24	63
Feb. 15, West of Peoria st., south front.....	50	125
Feb. 26, Between Lincoln and Wood sts., north front.....	50	165
Mar. 25, West of San Francisco st., south front.....	25	52
April 5, West of Laibier st., south front.....	24	55
April 21, East of Davlin st., south front.....	27	42
April 30, East of Dearborn st., south front.....	20	800
May 10, East of Clark st., south front.....	20	1,000
June 14, Southeast cor. Staunton st.....	48	83

LA SALLE STREET.

1871—Jan. 28, Northeast cor. Monroe st.....	80	1,487
1872—June 25, Between Lake and Water sts., east front.....	20	500
Sept. 13, Between Division and Goethe sts.....	85	153
Oct. 16, Northwest cor. Erie st.....	25	160
Dec. 10, Between Randolph and Court Place.....	23	888
1873—Jan. 17, Near McCagg Place, east front.....	25	200
April 4, Near McCagg Place, east front.....	25	200
May 12, North of Division st., west front.....	50	125
May 27, South of Maple st., west front.....	25	150
June 4, South of Maple st., west front.....	30	166
June 27, South of Marble Place, east front.....	30	1,000
July 31, South of Ontario st., west front.....	27	124

MADISON STREET.

1870—May 23, Northwest cor. Page st.....	112	162
July 16, East of Green st., south front.....	70	600
July 29, West of Halsted st., south front.....	25	600
Sept. 13, West of Laflin st., north front.....	50	260
Oct. 28, West of Lincoln st., south front.....	75	160
Nov. 1, East of Franklin st., south front.....	30	750
1871—Oct. 28, East of Market st., north front.....	22	416
Dec. 7, West of LaSalle st., north front.....	30	1,040
Dec. 7, Southeast cor. Peoria st.....	125	616
Dec. 19, West of Fifth ave., south front.....	50	1,050
1872—Jan. 5, West of Halsted st.....	25	600
Jan. 16, East of Green st.....	70	600
Jan. 25, West of Fifth ave., north front.....	22	1,034
Feb. 23, Northwest cor. Franklin st.....	81	390
Mar. 1, Northeast cor. Carpenter st.....	50	560
Mar. 15, West of Aberdeen st., north front.....	25	400
April 1, Northeast cor. Fifth ave.....	80	1,250
May 21, West of LaSalle st., north front.....	30	1,466
1873—Jan. 1, East of Rockwell st.....	15	110
Jan. 18, West of Kedzie ave., north front.....	50	50
Jan. 18, West of Kedzie ave., north front.....	100	50
Jan. 24, West of Spaulding ave., north front.....	25	42
Feb. 3, Between Winchester ave., and Robey st., n. f.....	24	100
Feb. 20, Near Kedzie ave., north front.....	200	52
Mar. 1, Southeast cor. Kedzie ave.....	125	72
Mar. 4, West of Kedzie ave., north front.....	25	60
Mar. 6, Southeast cor. St. Louis ave., north front.....	75	92
Mar. 13, Near Kedzie ave., north front.....	50	50
April 10, East of Franklin st., south front.....	50	1,250
April 18, West of Loomis st., north front.....	24	160
May 25, Near Oakley st., south front.....	60	142

MICHIGAN AVENUE.			PRICE PER
DATE AND LOCATION.	FRONT FEET.		FRONT FOOT.
1870—Mar. 1, South of Fourteenth st., west front	52	-----	\$290
Mar. 20, North of Jackson st., east front	40	-----	1,000
July 1, South of Twenty-fifth st., east front	50	-----	170
Sept. 9, South of Thirteenth st., west front	48	-----	400
Sept. 24, South of Twenty-ninth st., east front	50	-----	210
Oct. 22, Northeast cor. Forty-first st.	300	-----	150
Oct. 26, North of Twenty-fifth st.	60	-----	250
Nov. 10, North of Eighteenth st., east front	30	-----	350
Nov. 14, Southwest cor. Douglas Place	90	-----	145
Dec. 6, South of Eighteenth st., east front	29	-----	450
Dec. 19, South of Fourteenth st., west front	52	-----	345
1871—Feb. 1, South of Congress st., east front	26	-----	770
Feb. 14, South of Fourteenth st., west front	52	-----	346
June 13, Southwest cor. Forty-sixth st.	341 x 342	-----	100
July 25, North of Madison st., east front	24	-----	1,166
Oct. 6, South of Twenty-ninth st., west front	100	-----	175
1872—Jan. 15, South of Jackson st., east front	40	-----	1,000
Feb. 9, South of Thirtieth st., east front	72	-----	150
Mar. 2, South of Adams st., east front	40	-----	700
Mar. 11, South of Fourteenth st., west front	30	-----	533
Mar. 15, Southeast cor. River st.	34	-----	1,030
Mar. 16, North of Sixteenth st., west front	40	-----	350
Mar. 21, Northwest cor. of Thirtieth st.	94	-----	245
Aug. 21, Southwest cor. Van Buren st.	28	-----	1,000
Sept. 9, South of Thirteenth st., west front	48	-----	521
Sept. 21, North of Sixteenth st., west front	40	-----	350
Sept. 21, Northeast cor. Thirty-second st., west front	97	-----	140
Oct. 26, South of Adams st., east front	34	-----	675
1873—Jan. 20, Between Madison and Monroe sts., east front	40	-----	825
Feb. 1, Between Lake and Randolph sts., west front	50	-----	1,500
Feb. 20, North of Twenty-sixth st., west front	110	-----	330
Mar. 7, Between Fourteenth and Fifteenth sts., west front	40	-----	350
Mar. 8, North of Thirty-third st., east front	25	-----	200
Mar. 8, North of Thirty-third st., east front	50	-----	200
May 3, South of Fourteenth st., west front	40	-----	310
July 3, Near Kedzie ave., east front	50	-----	60
July 19, Near Monroe st., east front	48	-----	1,017

MICHIGAN STREET.

1872—Jan. 17, Northeast cor. Pine st.	75	-----	260
June 12, Southeast cor. Clark st.	40	-----	1,000

MONROE STREET.

1870—May 12, Southwest cor. State st.	120	-----	958
1871—Oct. 19, East of Market st., south front	45	-----	505
Nov. 6, East of Market st., south front	23	-----	565
Dec. 1, East of Market st., south front	23	-----	490
Dec. 29, East of Fifth ave., north front	23	-----	666
1872—March 8, East of Dearborn st.	49	-----	1,326
April 1, West of Clinton st., north front	48	-----	300
April 4, Northeast cor. Desplaines st.	75	-----	388
Mar. 12, East of Market st., north front	90	-----	722
Oct. 4, Between Wood and Paulina sts.	25	-----	135
Oct. 9, East of Western ave., south front	33	-----	100
Oct. 29, Between Wood and Paulina sts., north front	25	-----	135
Dec. 17, Between Page and Wood sts., north front	25	-----	131
Dec. 30, Between Robey and Winchester sts., north front	24	-----	100
1873—Jan. 1, East of Clinton st., north front	40	-----	225
Feb. 6, West of Loomis st., south front	25	-----	200
Mar. 7, West of California ave., north front	25	-----	40
Mar. 17, Near Lincoln st., south front	25	-----	102
Mar. 18, Near Kedzie ave., south front	49	-----	52
April 8, Between Lincoln and Honoré, south front	64	-----	125
April 18, West of Loomis st., south front	49	-----	204
April 24, West of Wood st., north front	22	-----	125

PRAIRIE AVENUE.

1870—Mar. 15, North of Twenty-first st., west front	50	-----	300
Aug. 15, North of Twentieth st., west front	55	-----	342
Dec. 6, South of Twenty-first st., west front	50	-----	352
Dec. 23, North of Twentieth st., west front	111	-----	348
1871—April 6, South of Eighteenth st., east front	68	-----	475
May 5, South of Twenty-fourth st.	50	-----	250

PRAIRIE AVENUE.—*Continued.*

DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1872—April 5, Southeast cor. Thirtieth st.	75	\$165
Oct. 26, North of Twenty-first st., east front	23	425
Oct. 26, Northwest cor. Twenty-first st.	41	480
Oct. 26, North of Twenty-first st., east front	19	416
1873—Feb. 13, South of Thirtieth st., east front	48	170
Mar. 1, Between Twenty-fifth and Twenty-sixth sts., e. f.	25	380
Mar. 19, North of Twenty-ninth st., east front	75	240
Mar. 29, South of Thirtieth st., east front	48	166
April 1, Between Thirty-second and Thirty-third sts., e. f.	25	145
April 4, North of Thirty-seventh st., west front	33	100
April 8, Near Twenty-fourth st., west front	24	96
May 16, Between Thirtieth and Thirty-first sts., west front	60	160
June 24, North of Thirty-fifth st., east front	25	80
July 22, South of Sixteenth st., west front	50	210
July 22, Northeast cor. Thirty-seventh st.	64	96

RANDOLPH STREET.

1870—Sept. 26, East of LaSalle st, south front	20	2,000
Nov. 1, Southeast cor. Sangamon st.	125	224
Nov. 18, East of Market st., south front	20	600
1871—Jan. 9, Southeast corner Willard place	100	160
Dec. 1, West of Franklin st., north front	20	750
Dec. 13, East of LaSalle st., south front	60	2,113
Dec. 22, East of State st., north front	76	722
1872—Feb. 16, West of LaSalle st., south front	40	1,000
Oct. 17, West of Green st., south front	50	300
Oct. 29, East of Clark st.	50	1,200
Nov. 1, Between Morgan and Carpenter sts.	25	220
Nov. 25, Between Jefferson and Clinton sts.	18	444
1873—Jan. 9, Between Ann and May sts., north front	25	180
Mar. 7, West of Ada st.	125	212
Mar. 8, Between Sheldon and Ada sts., north front	25	212
Mar. 13, Southwest cor. Sangamon st., north front	126	160
July 1, Northeast cor. Peoria st.	80	175
Aug. 6, West of Fifth ave.	80	1,000

SOUTH WATER STREET.

1870—Mar. 29, Northwest cor. Clark st.	80	1,062
1872—Feb. 15, East of Wabash ave., south front	25	418
Dec. 1, Between State and Dearborn sts., north front	10	670
1873—Feb. 15, East of Wabash ave., south front	48	710
June 7, West of LaSalle st., north front	40	500
June 28, West of State st., south front	64	475
June 28, Northeast cor. Dearborn st., south front	96	465

STATE STREET.

1870—June 3, South of Monroe st., east front	25	1,500
June 11, South of Jackson st., west front	20	700
Aug. 2, Southwest cor. Taylor st.	50	600
Aug. 13, South of Harrison st., east front	33	565
1871—Mar. 6, North of Hubbard court, west front	20	650
June 11, North of Jackson st., west front	20	700
Aug. 22, North of Monroe st., west front	45	2,000
1872—Jan. 15, Northwest cor. Washington st.	160	2,063
Feb. 16, South of Polk st., east front	25	480
Mar. 16, South of Jackson st.	20	1,000
Mar. 20, South of Polk st.	25	492
April 17, South of Van Buren st., east front	25	640
Sept. 9, Between Thirty-first and Thirty-second sts.	24	146
Sept. 19, Between Thirtieth and Thirty-first st.	25	112
Sept. 25, North of Madison st., east front	30	2,000
Oct. 1, South of Twenty-eighth st., west front	40	135
Oct. 1, Southwest cor. Couch place	100	1,125
Oct. 22, Northeast cor. Monroe st.	26	1,923
Oct. 23, Southwest cor. Superior st.	25	200
1873—Jan. 4, South of Twenty-fourth st., west front	30	136
Jan. 24, Between Chicago ave. and Superior st., east front	25	165
Feb. 5, Between Sixteenth and Seventeenth sts., east front	25	250
Feb. 21, Between Thirty-seventh and Thirty-eighth sts., east front	25	100
Mar. 1, Between Twenty-ninth and Thirtieth sts., east front	25	120
Mar. 1, Southwest cor. Twenty-ninth st.	50	130
Mar. 7, Between Thirty-first and Thirty-second sts., e. f.	25	134
Mar. 12, North of Washington st., east front	90	1,611

STATE STREET.—*Continued.*

DATE AND LOCATION,	FRONT FEET.	PRICE PER FRONT FOOT.
1873—Mar. 22, North of Thirty-second st., east front.....	25	\$130
Mar. 22, South of Twenty-ninth st., east front.....	25	140
April 21, South of Quincy st., east front.....	20	1,250
June 20, South of Thirty-first st., east front.....	50	173
July 5, Northeast cor. Thirty-ninth st.....	100	125
Aug. 5, Between Thirty-first and Thirty-second sts., w. f. . .	25	124

TWELFTH STREET.

1872—Sept. 10, Northeast cor. Lincoln st.....	25	40
Oct. 1, East of Western ave., south front.....	25	50
Oct. 5, East of Robey st., south front.....	25	50
Oct. 5, East of Robey st., south front.....	36	50
Oct. 10, Northwest cor. Wood st.....	25	62
Oct. 10, West of Wood st., south front.....	25	40
Oct. 30, East of Clark st., south front.....	20	300
Nov. 16, Southeast cor. Lincoln st.....	25	43
Dec. 11, Between Blue Island and Centre aves.....	25	150
1873—Jan. 6, Southeast cor. Wood st.....	25	74
Mar. 3, Between Wood and Paulina sts., north front.....	25	56
Mar. 22, Near Lincoln st., north front.....	20	30
Mar. 22, Southeast cor. Lincoln st.....	25	40
April 1, East of Wood st., north front.....	24	66
April 2, Northeast cor. Western ave.....	25	48
May 5, Southeast cor. Paulina st., north front.....	25	63
May 16, Northeast cor. Western ave.....	50	53
June 1, Between Clinton and Jefferson sts., south front.....	50	160

TWENTY-SECOND STREET.

1872—Sept. 3, West of Paulina st.....	25	52
Sept. 11, West of Lincoln st., north front.....	25	45
Sept. 25, Southeast cor. Grant court.....	24	50
Oct. 1, West of Paulina st., north front.....	25	50
Nov. 5, West of Lincoln st., south front.....	25	40
Dec. 17, Northeast cor. Robey st.....	26	55
1873—Jan. 20, West of Lincoln st., north front.....	73	50
Jan. 20, East of Robey st., south front.....	25	48
April 1, East of Wood st., north front.....	25	66
April 30, West of Hoyne st., north front.....	25	50
April 30, Southwest cor. Hoyne st.....	50	56
May 5, Southeast cor. Paulina st.....	25	63
May 16, Southeast cor. Lincoln st.....	78	56
May 19, West of Lincoln st., south front.....	25	50
May 21, West of Lincoln st., south front.....	25	48
June 2, East of Robey st., south front.....	25	48
June 9, Northeast cor. Loomis st.....	25	100

VAN BUREN STREET.

1871—Mar. 20, East of Fourth ave., south front.....	50	860
1872—Mar. 1, East of Wabash ave., north front.....	23	550
Mar. 2, Southwest cor. Desplaines st.....	100	250
Mar. 5, West of Centre ave., south front.....	96	138
May 1, East of Wabash ave., south front.....	22	590
Oct. 15, Northwest cor. Loomis st.....	50	200
1873—Jan. 6, Northwest cor. Third ave.....	50	900
Mar. 21, Southeast cor. Sacramento st.....	28	43
Mar. 21, Between Hoyne and Seeley sts., north front.....	25	96
May 22, East of Pacific ave., north front.....	50	350
July 1, Northeast cor. Laflin st.....	100	150

WABASH AVENUE.

1870—Sept. 5, Southeast cor. Adams st., east front.....	10	1,000
Sept. 19, Between Jackson and VanBuren sts., west front.....	55	1,000
Oct. 3, Northeast cor. Adams st., west front.....	80	1,520
Oct. 23, South of Harrison st.....	40	1,100
Oct. 25, South of Twelfth st., west front.....	25	500
Nov. 7, South of Eighteenth st., west front.....	40	500
Nov. 19, South of Thirty-second st.....	50	100
Nov. 23, North of Twelfth st., east front.....	40	500
Dec. 6, North of Eighteenth st., west front.....	30	500
Dec. 8, South of Twenty-fifth st., east front.....	62	251
Dec. 18, Between Twenty-fifth and Twenty-sixth sts., e. f. .	25	240
Dec. 23, Between Thirty-third and Thirty-fourth sts., e. f. .	50	150
1871—April 1, South of Twenty-ninth st., east front.....	100	160
April 12, North of Jackson st., east front.....	60	500
April 27, North of Jackson st., east front.....	70	107

WABASH AVENUE.—Continued.		
DATE AND LOCATION.	FRONT FEET.	PRICE PER FRONT FOOT.
1871—Aug. 1, Northeast cor. Washington st.....	96	\$1,650
Oct. 27, South of Madison st., west front.....	20	1,500
Oct. 30, South of Congress st., east front.....	24	688
Nov. 13, South of Congress st., west front.....	26	770
Nov. 17, North of Jackson st., west front.....	27	1,000
1872—Feb. 20, South of Harmon court, west front.....	40	400
Feb. 27, South of Jackson st., west front.....	25	1,000
Mar. 1, South of VanBuren st., west front.....	27	900
Mar. 6, Southeast cor. Adams st.....	80	1,500
Mar. 21, South of Jackson st., east front.....	25	1,200
April 9, South of VanBuren st., east front.....	40	1,075
April 9, South of Jackson st., west front.....	50	1,200
April 11, North of Adams st., west front.....	40	1,200
April 15, North of Congress st., east front.....	40	1,250
April 24, Southeast cor. Twentieth st.....	73	342
April 24, South of Adams st., west front.....	37	865
May 6, Northwest cor. Thirty-seventh st.....	100	140
May 7, North of Randolph st., west front.....	60	1,030
June 22, Northeast cor. Thirty-ninth st.....	100	123
July 11, South of Fourteenth st., west front.....	50	400
July 29, North of Adams st., east front.....	20	1,400
1873—Jan. 1, South of Thirteenth st., west front.....	25	480
Feb. 1, North of Thirty-first st., west front.....	25	142
Feb. 14, Southeast cor. Thirty-second st.....	97	177
Feb. 14, South of Thirty-second st., west front.....	50	170
Feb. 15, North of Thirty-fourth st., east front.....	50	150
Feb. 21, Northwest cor. Thirty-second st.....	97	180
Mar. 26, South of Jackson st., east front.....	40	1,000
Mar. 26, South of Thirty-fifth st., west front.....	25	100
Aug. 6, South of Washington st., east front.....	48	1,250
WASHINGTON STREET.		
1870—Nov. 4, Southeast cor. Lincoln st.....	50	260
1871—Jan. 4, Southwest cor. Desplaines st.....	60	417
Nov. 10, Northwest cor. Wabash ave.....	25	1,600
1872—Jan. 7, West of Franklin st., south front.....	21	571
Jan. 15, Near Halsted st.....	60	300
April 1, Northeast cor. May st.....	50	615
April 22, Corner of Halsted st.....	50	420
April 22, West of Union st., north front.....	30	400
May 20, Near Union st.....	60	366
June 1, West of Union st., north front.....	60	400
June 19, Northwest cor. Carpenter st.....	100	350
July 3, West of La Salle st., north front.....	40	1,680
July 13, Near Ada st.....	40	300
July 15, Between Elizabeth and Ann sts., north front.....	100	350
Oct. 1, West of LaSalle st., north front.....	40	1,687
Oct. 16, Between Dearborn and State sts.....	40	900
Dec. 12, Between Clark and Dearborn sts., south front.....	40	1,250
1873—Feb. 1, Between Hoyne and Robey sts.....	60	166
April 5, Near Falls st., south front.....	25	50
April 10, Southeast cor. Staunton ave.....	25	100
June 1, Southeast cor. Wood st.....	30	200

SALES REPORTED BY DEALERS.

The object of the foregoing tables of sales of Chicago city property is to show, as well as may be done from the public records, the selling value of land on the streets specified. It should be understood, however, that there are often circumstances attending these transfers which are not indicated in the instruments, and which therefore make the consideration recited therein a comparatively unreliable index of the actual price paid for the land. Where this state of things was obvious, however, to a well informed observer, the quotation has not been used.

In the lists which follow, we have in every case the word of a reputable firm that the transaction was simple and *bona fide*, and hence a good criterion of prices at the dates or periods specified in the quotation.

SALES BY HENRY J. GOODRICH.

The following are among the city sales of Mr. H. J. Goodrich during the past few years:

In 1869, lot 22 x 190 feet on Madison street, 200 feet west of Dearborn, for \$21,000. This lot, if vacant, would now bring \$35,000.

In 1868, lot 40 feet front on Monroe street, about 100 feet west of Wabash avenue, at \$300 per front foot. The property is now a part of the site of Potter Palmer's hotel, and would be appraised at about \$1,200 per foot, had the hotel never been thought of.

In 1869, lot 150 feet front, on Michigan avenue, corner of Twenty-ninth street, at \$150 per foot; 100 feet on State street, between Thirty-fifth and Thirty-sixth streets, at \$12 per foot; 125 feet on Indiana avenue, south of Thirty-fifth street, at \$15 per foot; and 225 feet on Prairie avenue, between Thirty-fourth and Thirty-fifth streets, at \$15 per foot. All these prices have advanced since 1869, the average being about 80 per cent.

In property outside the city limits, Mr. Goodrich reports the following transactions:

In 1868, sold 200 feet on Michigan avenue, north of Forty-eighth street, at \$13 per foot; now worth \$70.

In 1868, sold 100 feet on the same avenue, south of Fifty-fifth street, at \$20 per foot, which could hardly be bought for less than \$15 per foot at present.

In 1868, five acres, corner of Fifty-ninth street and Indiana avenue, at \$1,000 per acre; now worth \$50 per foot, or \$10,000 per acre; also three acres in Morgan & Johnson's subdivision, west of Cottage Grove avenue, between Forty-second and Forty-third streets, at \$1,800 per acre; now worth \$14,000 per acre; also four ten-acre blocks in section 31, township of Hyde Park (38, 14), at \$200 per acre; now worth \$1,000 per acre. In 1872, twenty acres of this tract were again sold by Mr. G. at \$150.

In 1870, sold 40 acres in section 16, town 37, 14, at \$200 per acre; re-sold 20 acres in 1873, at \$150.

In 1863, sold 20 acres in Stave's subdivision, section 25, 38, 14, at \$250 per acre; re-sold in 1873 at \$1,200 per acre.

In 1870, sold 10 acres in the northeast quarter of section 27, 38, 14, at \$100; re-sold five acres in 1872 at \$1,500 per acre.

In 1869, sold two acres in Bayley's subdivision on Cottage Grove avenue, north of Fifty-first street, at \$2,250 per acre; re-sold in 1871 at \$1,700, and now worth \$3,000 per acre.

In 1869, sold five acres fronting west on Vincennes avenue, north of Forty-fifth street, at \$16,000 for the whole; now worth \$50,000.

In 1863, sold the north half of section 19, 39, 13, (Cicero) at \$225 per acre; now worth \$1,000 per acre.

In 1868, sold forty lots, each 25 x 125, in Johnson's subdivision, in the southeast quarter of section 4, 38, 14, at \$200 per lot on the average; re-sold soon after several lots at \$100, and those on State street are now bringing \$1,500.

In 1870, sold 100 x 120 feet corner of Langley street and Egan avenue at \$100 per front foot. But little advanced in salable value now.

In 1863, sold eighty acres in section 34, 38, 14, (near the southernmost park) for \$5,400, the whole tract. Of this, twenty acres were sold in 1872 for \$20,000.

In 1870, sold 70 x 170 feet on Cottage Grove avenue, south of Union avenue for \$5,000; now worth about \$3,000, though much property in that locality has advanced but little in the period named. The sale referred to must have been a sacrifice.

BY CHACE & ABELL.

A twenty-acre tract in Hyde Park near Sixty-seventh street was purchased a few years ago for \$75 per acre; last year an offer of \$1,500 was refused.

Another tract of eighty acres near Sixtieth street was purchased less than ten years ago at \$150 per acre. It is now held at from \$4,000 to \$4,400 per acre.

In 1861 a tract of sixty acres on Stony Island avenue, near Seventy-first street, was purchased for \$5,150. Within three months of the day of purchase, forty acres of this tract was sold for \$5,000. The remaining twenty acres are held at \$2,500 each; at which figure sales have been made in the tract just opposite.

A tract of forty acres lying near the Goodrich Steamboat company's property, in sections 31, 38, 15, purchased last year at \$150 per acre, has since been sold at \$1,250 per acre.

Twenty acres between Seventieth and Seventy-first streets, running east on Stony Island avenue, was purchased in 1863 for \$7,500. In 1870 it was sold to the Parkside Homestead Association for \$2,500.

The south eighty acres of the southeast quarter of sections 26, 38, 14, was sold, in 1867, at \$350 per acre. Within a year, five acre blocks have been sold at \$2,500 per acre; and one block fronting on Stony Island avenue at \$3,000 per acre. An undivided one-third interest in this land was sold in 1868 for \$7,000. The same is now worth \$2,500 per acre.

Property on South Park avenue, which five years ago was worth less than \$1,000 per acre, now realizes \$200 per front foot. Two lots bought in 1867 for \$1,750 cash, were sold in 1869 for \$1,000.

In 1868 a lot 160 feet frontage on Oak street was purchased at \$10 per foot. The same property was sold during the present year at \$100 per foot.

BY W. D. KERFOOT.

Twenty acres in block 25 of section 33, 39, 14, sold in 1864 at \$250 per acre. Subsequently the land was subdivided and sold out in lots at the rate of \$5,000 per acre.

Sixty acres on Archer road, at the corner of Reuben street, was sold in 1870 for \$50,000. After subdivision, the property retailed for \$200,000 in total. Mr. Stintson purchased the tract in 1843 of the Canal Trustees, for \$2.50 per acre.

The Hon. R. T. Merrick of Washington, loaned to G. W. Clarke \$1,000 in 1856, and took in security forty acres in section 31, 38, 15. When the sum was due, Clarke was unable to meet the payment, but offered to deed the land to Merrick in lieu of the money. Merrick

didn't want the land, but said he would take \$500, and give receipt for entire bill. This Clarke could not do, and Merrick took the land. Last October he refused an offer of \$50,000 for it, and holds it now at \$30,000.

In 1861, eighty feet of the old "Opera House lot" was sold at \$300 per foot — \$24,000. Since the great fire this lot was sold for \$136,000.

In 1864 the northwest corner of Clark and Madison streets, with a marble building, was sold for \$35,000. Since the fire, and while the property was vacant, an offer of \$50,000 has been refused. A lot 80 x 180 feet on Madison street, south front, west of Clark street, and formerly known as the Trinity Church lot, sold in 1861 for \$12,000 cash. Five years afterwards the owner was offered \$30,000 for it and refused. The property has recently been appraised by three experts for leasing at \$160,000, and leased on that basis.

The lot known as the "Unitarian Church property," on the north side of Washington, between Clark and Dearborn streets, and now occupied by the United States Express building, was sold in 1861 for \$250 per foot. The Express Company paid, while the lot was vacant after the fire, \$1,700 per foot for 40 feet of it.

The lot at the southwest corner of State street and Calhoun Place, sold in 1863 for \$250 per foot. Since the fire it brought \$1,700 per foot.

BY J. P. OLINGER.

In 1863, 100 feet at the northwest corner of Michigan avenue and Twenty-sixth street sold on time payments for \$4,000. In 1872 an offer of \$45,000 to the present owner was refused.

Mr. Olinger had the Kendall block site, southwest corner Dearborn and Washington streets, for sale eight years ago, for \$12,000, the lot being 40 x 90 feet. Four years afterwards the property was held at \$2,000 per foot. Two years after that the property was asked for at \$2,500 per foot, and refused. It is now held at \$3,000 per foot. Mr. Kendall was offered, three months ago, for the land and block, \$375,000 cash, by a New York capitalist, which he declined.

Mr. Olinger purchased between Fifty-second and Fifty-third streets, on Wabash avenue, in 1867, two acres located on both sides for \$2,122. The property is worth now \$24,000.

BY ULRICH & BOND.

In February, 1873, a five-acre tract, being block 15 in G. W. Clarke's subdivision of the east half of the northwest quarter of section 25, 38, 14, sold for \$1,800 per acre. Retailed most of it since in 25 foot lots, at fifty per cent. advance.

Ten acres on the southwest corner of Stony Island avenue and Seventy-fifth street was purchased, in the spring of 1872, for \$21,500. One acre of it sold lately for \$3,300, cash; and lots in it sell at from \$500 to \$700 each, 100 x 200 feet.

In 1865, 250 feet west front on Hyde Park avenue, at the northeast corner of Fifty-first street, was sold at \$3 per foot. It was since (in 1870) sold at \$50 per foot. It is held now at \$100 per foot.

BY C. W. PIERCE.

Twenty acres lying in the northwest quarter of section 15, 38, 14, was sold in October, 1867, at \$500 per acre. Subsequently subdivided and sold out at from \$1,500 per acre, in 1868, to \$10,000 per acre, in 1873. It is now held at from \$30 to \$70 per foot. The land fronts on Michigan, Indiana, Prairie and Calumet avenues, and is bounded north and south by Fifty-sixth and Fifty-ninth streets.

In the fall of 1868, ten acres lying between Thirty-ninth and Fortieth streets, and between Indiana and Prairie avenues, sold for \$27,500. Lots in this tract have since sold at the rate of \$18,000 per acre.

In the spring of 1869, ten acres adjoining the above on the south was bought for \$50,000. Within six months thereafter lots in this tract were sold at \$50 per foot, or at the rate of \$9,000 per acre. The minimum figure asked now for lots is at the rate of \$18,000 per acre.

In 1863, the five acres lying between Thirty-eighth and Thirty-ninth streets, and fronting on Prairie and Indiana avenues, were sold for \$10,000. Sold again, in 1869, for \$35,000; and again, in 1870, for \$75,000. It is now worth over \$125,000.

In 1869, five acres lying in the northwest quarter of school section 16, 38, 14, bounded on the north and south by Fifty-sixth and Fifty-seventh streets, and fronting on Stewart avenue, were bought for \$300 per acre, and sold last spring at \$2,250 per acre. Lots on this tract are now selling at the rate of \$3,500 per acre.

In December, 1869, an eighty-acre tract in section 22, 38, 14, and lying between Sixty-seventh and Seventy-first streets, and State street and Indiana avenue, was bought for \$20,500. It is now held to be worth \$225,000.

BY MASON & MILLS.

In June, 1872, seven acres at the crossing of Humboldt boulevard and Armitage road, and fronting upon them, being in section 36, 40, 13, sold at \$2,200 per acre. It is now held at \$1,500, the owner having refused \$3,000. Same property sold in 1855 at \$50 per acre.

In November, 1838, R. K. Swift entered the northeast quarter of section 35, 40, 13. In February, 1854, he sold one-third, or a little over 53 acres of it, for \$700. In March, 1869, this tract was sold for \$20,000. In the same month was sold an undivided one-fourth part for \$11,000, which was equal to \$300 per acre. In April, 1870, the remaining three-fourths of the 53 acres was sold for \$44,900, or at the rate of nearly \$1,200 per acre. The same year the dif-

ferent owners of the eighty acres of which this is a part united in subdividing the property into lots, which have since been sold at retail at an average of \$20 per foot.

In 1861, Bishop Clarkson bought 20 acres in the same quarter section at \$150 per acre. Recently he was offered, for a portion of the tract, \$2,500 per acre, which he declined.

The above detail is given to show growth in values in a portion of the city which until recently has not been looked upon with the favor shown to other localities.

BY A. P. DOWNS & CO.

July 3, 1855, the canal trustees deeded 21 acres in the west half of the northwest quarter of section 13, 39, 13, to David S. Lee, for \$357. April 20, 1871, *one lot* of the above was sold for \$1,000. Lots recently sold at \$1,600.

BY H. C. MOREY.

In July, 1866, sold the north half of the west half of block 4, section 27, 39, 14, being 100 feet on Michigan avenue and 170 feet on Twenty-second street, for \$9,000. It is now worth \$400 per foot.

November 14, 1866, sold the east 19 acres of the south 25 acres of the southeast quarter of section 4, 38, 14, at the northwest corner of State and Forty-seventh streets, for \$10,000. It is now worth from \$3,000 to \$10,000 per acre.

December 5, 1866, sold 12 acres in Lavinia's subdivision of the southeast quarter of section 10, 38, 14, at \$208 per acre. A portion of this land, fronting on the South Parks, is worth \$10,000 per acre.

October 25, 1867, sold the north 21 acres of the east half of the southeast quarter of section 8, 38, 14, at the southwest corner of Halsted and Fifty-first streets, at \$.00 per acre, now worth \$3,000 per acre.

February 5, 1868, sold 94 acres in the southwest quarter of section 15, 39, 13, in the town of Cicero, fronting on Twelfth street and Hyman avenue, at \$150 per acre. It now sells at from \$1,500 to \$2,000 per acre.

February 6th, 1870, sold the northeast quarter of the southeast quarter of section 23, 38, 13, for \$6,000. It is now worth \$25,000.

BY GEO. DE LOYNES & SON.

Four acres in Saltenstall & Russell's subdivision, between Grand and Drexel boulevards and Fifty-third and Forty-fourth streets, sold in September, 1872, at \$3,000 per acre.

On Wabash avenue, near Fifty-second street, 100 feet front sold in the spring of 1872 at \$30 per front foot. The following fall it brought \$30 per front foot.

BY G. D. BEEBE.

In 1869, 75 acres in the east half of the northwest quarter of section 2, 39, 13, sold for \$52,000. In 1872, the same property sold for \$110,500, to Beebe. A portion of these lots (the property being subdivided, and known as Villa Ridge) were sold at auction last August at an average price of \$4,000 per acre. The remaining lots are held at from \$20 to \$25 per front foot.

BY A. & A. D. BELLAMY.

Ten acres in blocks 5 and 8, in Seipp's subdivision at Hyde Park, sold in 1870, at \$900 per acre. In May, 1872, the same piece brought \$1,500 per acre, and in August of the same year, \$1,700. Within the six months last past adjoining property has been sold at \$2,500 per acre.

One hundred feet fronting on Lake avenue, and running through to the lake, in Lyman's subdivision, sold in June, 1872, for \$130 per front foot and resold within a few days thereafter at \$142.50 per front foot. Other lots in this tract have recently sold at \$200 per front foot.

Forty acres in the east half of the southeast quarter of section 32, 38, 14, at South Englewood, was sold in October, 1872, for \$1,000 per acre. Ten acres of this were recently sold at \$2,500 per acre.

Five acres in block 6, Orvis' subdivision in section 9, 38, 14, sold in January, 1871, for \$300 per acre. It was resold last year at \$1,500.

BY PATCH & CLYBOURNE.

Ten lots in Lill & Diversey's subdivision, fronting north and south on Dunning street and Lill avenue, and lying between Lincoln and Seminary avenues, was sold in October, 1872, at \$500 each. They were formerly purchased by Mr. Lill, in 1848, of the Canal Trustees, at less than \$10 per acre. These lots are now selling at from \$500 to \$1,000 each.

In October, 1872, seven lots on Lill avenue, east of Lincoln avenue, in the same subdivision, sold for \$1,000 each. The same lots are now held at \$1,200 each.

Also in April, 1873, 160 acres, being the southwest quarter of section 38, 37, 13, south of the Chicago river, sold at \$100 per acre. It has since been sold for \$175 per acre.

BY D. COLE & SON.

July 1st, 1872, sold seven lots in block 3, Central Park addition, at \$10 per foot.

June 5, 1872, sold 25 feet on Madison street, east of Halsted street, for \$15,000. Resold six months afterwards for \$18,000.

January 6, 1872, seventy feet on West Madison, east of Green street, sold for \$42,000.
 January 5, 1872, 48 feet on southeast corner of Union and Madison streets for \$18,500 cash.
 March 7, 1873, 125 feet on Randolph, west of Ada street, for \$26,500.
 November 11, 1871, 24 feet on Madison, near Morgan street, for \$10,000; now worth \$16,800.
 December 12, 1872, 5 acres at the corner of California avenue and Taylor street, for \$22,500; now worth \$30,000.
 February 14, 1872, 40 feet on West Adams street, near Canal street, for \$12,300.
 February 10, 1872, 30 feet at the corner of Washington and Union streets, for \$15,000.
 July 13, 1871, 40 feet on West Washington, near Ada street, at \$300 per foot; now worth \$350 per foot.
 April 22, 1871, 50 feet on southwest corner of Halsted and Washington streets, for \$21,000.
 January 15, 1872, 60 feet on West Madison street, near Halsted street, for \$12,900.
 May 28, 1872, 50 feet on Fulton, near Wood street, for \$4,750.
 November 16, 1871, 25 feet on Halsted, near Monroe street, for \$7,000; now worth \$500 per foot.
 February 4, 1873, 75 feet on Sangamon, near Washington street, for \$16,000.
 April 19, 1872, 25 feet on Madison, near May street, for \$10,500.
 January 6, 1872, 30 feet on Madison, near Halsted street, for \$18,000; now worth \$21,000.
 May 1, 1873, 197x250 feet at the corner of Jackson and Sangamon streets, for \$30,000; now held at \$125,000.
 October, 1873, 75 feet on Ashland avenue, north of Jackson street, west front, at \$225 per foot.
 In 1845, ten acres adjoining Twelfth street, and running from State street to the lake, was sold at \$250 per acre. This property has gone through numerous transfers; always at an advanced value, and at the present time is worth \$76,950 per acre.
 Mr. Matt Laffin bought, in 1845, on the west side of State street, south of Twelfth street, at \$100 per acre. Its value now is \$28,750 per acre.
 Mr. Laffin and Mr. Loomis purchased, in 1849, eighty acres fronting north on Madison street, west on Ashland avenue, and running through to Loomis street, and south to Harrison street, for \$24,000. In 1860, the average value of the whole tract was \$60 per foot. It will now sell for a total value of over \$2,000,000 without its improvements.

BY BASH & SHAPLEY.

In May, 1871, the east half of the southeast quarter of section 22, 38, 13, (town of Lake), sold at \$100. Same tract, October 1, 1871, brought \$200; in April, 1873, \$325; and in May, 1873, \$400 per acre.
 In 1871, 160 acres adjoining the above on the west, were offered at \$200 per acre; sold recently at \$400.
 In September, 1872, the north half of the northwest quarter of section 23, same township, at \$300 per acre. For the same tract \$600 per acre has since been refused—the enhancement being largely due to the location of the Chicago, Danville and Vincennes Railroad.
 In March, 1873, sold the whole of section 35, same township, to Sisson & Newman for \$300 per acre. The northeast quarter re-sold within a month at \$500; the southeast quarter in August 1873, at \$500; and the southwest quarter of the southeast quarter at \$475, somewhat earlier.
 In August, 1872, bought the southwest quarter of the southwest quarter of section 23, above mentioned, at \$325; sold within a month at \$375.
 In August, 1871, sold the west half of the southwest quarter of section 11, same township, at \$275; re-sold October 1, 1871, at \$320; and again, October 10, 1872, at \$600. Now held at \$1,250.
 In August, 1872, sold the northeast quarter of the northeast quarter of section 28, same township, at \$125; re-sold in October following at \$275; and again, at \$300.
 In February, 1873, sold the east half of the southwest quarter of section 23, same township, at \$175; re-sold in March at \$215.
 In March, 1873, sold the east half of the southwest quarter of section 20, same township, at \$125; re-sold in April at \$200, the purchaser being the Hon. C. B. Farwell.
 In February, 1873, sold the west half of the southeast quarter of section 30, same township, at \$175; also the east half of the southwest quarter of section 30, same township, at \$115; re-sold in April at \$150.
 In March, 1873, sold the west half of the northwest quarter of section 3, 37, 13, at \$150; re-sold in April at \$225.
 Other sales by this firm in the vicinity named are “too numerous to mention.”
 In 1870, 150 feet square, corner of Dearborn street and North avenue, at \$210. Part have sold since at \$250.
 In November, 1871, 50 feet on North Dearborn, near Burton place, (Eli Bates's site), at \$200 per foot.
 In the winter of 1871-2, 80 x 150 feet on Dearborn, corner of Schiller, at \$190 per foot; and 90 feet, northeast corner same streets, at \$200.
 In August, 1872, 210 feet on Dearborn street, between Schiller and Burton place, at \$200.
 In March, 1872, 83 x 550 feet, on State, corner of Schiller, running through to Lake Shore drive, for \$48,000.
 In March, 1872, 250 feet on State street, between Schiller and Goethe, at \$150 per front foot.
 In December, 1870, 200 feet on North Clark street, between Schiller and North avenue, at \$150 per front foot.

PART V.

PARKS OF CHICAGO.

THE SOUTH PARK SYSTEM.

History of the Project—Legislation—Opposition—How it was Overcome—Prices Paid for Lands Taken—Provisions of the South Park Act—History of Improvements, etc.

THE park system of Chicago has as yet less interest in an artistic or æsthetic point of view than in a business point of view. In this respect Parks differ diametrically from People; that is, the Park develops the poetical element only as it becomes old, while its youth is all hard, practical, speculative. It is only during the present season (summer of 1873) that the South Parks, about which we are now writing, and which are placed first because they are first in the thoughts of Chicago landowners, reached such a stage as to be in anywise attractive places of resort; and even now there is scarcely anything finished or made artificially attractive, except the drives which lead to the hither end of the park nearest the city. The managers of the west parks have not even been able, under the strict limitations of power imposed upon them, to construct good driveways to the pleasure-grounds under their care.

Notwithstanding this, the south and west parks have been for five years the principal stimulus to land speculation and investment and the key to the situation of the Chicago real estate market. In view of this fact, and for the guidance of those who wish to study the situation referred to, we propose to embody here the first comprehensive history of the Chicago Parks, great and small, outside and inside, that has ever been published.

How the Parks had their Origin.—The first attempt to found the South Parks was made in 1866, by the following prominent gentlemen: George M. Kimbark, Paul Cornell, Chauncey T. Bowen, George R. Clark, Obadiah Jackson, Jonathan Y. Scammon and J. Irving Pearce. Two park bills were prepared—one taking in the ground to be chosen as an addition to the city, and the other to have the grounds selected both inside and outside of the limits, and contemplating the appointment of a separate commission upon them. The last was the plan adopted by the projectors, for the reason that it was found to be impossible to get the whole city to act favorably on the first, owing to a feeling of jealousy which has always existed to a deplorable extent between the three sections of the city.

While the bills were being framed, letters were written to all the cities in the United States which have park improvements, asking for copies of the laws and regulations governing them, and from these the excellencies were culled and embodied in the bills. The first-mentioned bill provided for the taxing of the whole city, instead of the portion only which was benefited by it. The bill which was adopted provided that all the revenue for the park should be raised on the South

Side, and the whole property is assessed in the ratio of its nearness to the park improvements. The system works well. Lincoln Park was acted upon by the whole city, because it was universally conceded that it was just the locality for a park, and the ground all lay within the city limits. The only opposition met with in that project came from the fact that the whole city was taxed alike, and no especial benefits assessed on the contiguous tracts. For instance, the ninety-acre tract fronting upon the park, and owned by Dr. Foster, was not more heavily tolled than property at Cottage Grove, in proportion to the value. So the act was so amended as to assess all the revenue upon the North Side and Lake View alone.

Returning to the direct history of the South Parks, we note that the first south park bill was laid before the Legislature in the winter of 1867. It provided for the appointment of five commissioners, to be chosen by the Governor. The amount of bonds to be issued was limited to \$1,000,000, and the amount of tax to be levied in any year was not to exceed \$150,000. The location of the ground was to be left to these commissioners, and it was generally expected that the one hundred and twenty-acre tract known as Egandale, lying between Forty-seventh and Fifty-fifth streets, and east of Cottage Grove avenue, would be selected, because of its having already been beautifully improved by Dr. Egan, its former owner. It was covered with trees, and being high ground, overlooking Lake Michigan, the people thought it the best locality. The commissioners desired to choose this tract, but were met with opposition from the owners, the heirs of the Drexel estate. Had these people foreseen the benefits which have accrued to the chosen lands, they would have gladly disposed of this portion of the three hundred-acre tract which they owned under the Egan mortgage and would have received very much more for the whole than they did realize on its sale to different parties in that and the following year.

The opposition from the Drexels ceased when the draft of the bill was so amended as to stipulate the location of the parks west of Cottage Grove avenue, thus leaving out the Egandale property. The park bill of 1867 was signed and submitted to the people at the spring town election, on the same day as the city election. The two parties not knowing the temper of the majority in reference to the park improvements, were neither of them willing to make that an issue, and, therefore, put upon the tickets both "For Park" and "Against Park." By the conditions of the act, the park vote was made separate and independent, and appointed for the same day as the town elections of Hyde Park, South Chicago and the town of Lake. The cry of "speculation" and "corruption" was raised by the reactionists, against all who favored the parks, and as a result of this, the act was defeated by 169 majority.

The Second Attempt.—The gentlemen who had secured the passage of the bill did not give up, but patiently waited until the next session of the Legislature, and then introduced another bill.

In this last the location was definitely determined, the boundaries being those decided upon by a committee of citizens chosen in the fall for that purpose. They were J. Y. Scammon, George C. Walker, George R. Clarke, J. Irving Pearce, Joseph M. Dake, H. H. Honoré, Chauncey T. Bowen, A. Emigh, P. R. Westfall, Schuyler S. Benjamin, John Fitch, and John D. Jennings. These gentlemen drew up a bill and intrusted Mr. Bowen with its fate at Springfield. Mr. Bowen represented its claims for approval, and the result was its passage in the House by a vote of fifty-

eight to two, and the Senate's concurrence by a vote of twenty-three to one. At that time John C. Dore was Senator from this city, and he insisted that, as a condition to the act, it should be ratified by the people of the three townships of South Chicago, Hyde Park and Lake, at a special election to be called for that purpose. This was a precaution not only just on the face of it, but which virtually saved the act from being upset by the Supreme Court, when contested in that tribunal on constitutional grounds.

As soon as the act was passed, the canvass was commenced, and it developed one of the most exciting contests ever witnessed in Chicago. It was finally ratified by the following vote:

For the parks and boulevards,	-	-	-	-	9,662
Against " " "	-	-	-	-	6,935
Majority,	-	-	-	-	3,737

— this being a very full vote of the three townships interested. Governor John M. Palmer immediately appointed the following gentlemen to constitute the first Board of Commissioners: John M. Wilson, Leverett B. Sidway, Paul Cornell, George W. Gage and Chauncey T. Bowen. The meeting of the Board, soon after, resulted in the choice of the following gentlemen as officers: John M. Wilson, President; Paul Cornell, Secretary; George B. Smith, Treasurer; and George W. Waite, Chief Engineer.

Litigation.—The commissioners at once proceeded to negotiate their bonds, and had sold of them \$100,000, and purchased one hundred and twenty acres of land, when an action was commenced in the Circuit Court to test the constitutionality of the bill, and by this the hands of the Commissioners were tied until the October following, thus losing the remainder of the year 1869. Meantime the lands rapidly increased in value, and the Commissioners were obliged, on again commencing negotiations, to pay the advance. The court decided against the plaintiffs, who, by their action, did not increase the regard in which they were held by the public, and who had the satisfaction of paying for their pains.

Appraisal of Lands.—The Commissioners consulted five prominent real estate firms for values, and the highest estimate placed on the eleven hundred acres and the boulevards footed a total of \$1,700,000. The maximum figures placed on any land in the north, or hither park, was \$1,880 per acre, and on land in the south, or farther park, \$700 per acre. The value of the 132 feet strip taken from Kankakee avenue for Grand Boulevard was averaged at \$30 per foot; \$20 per foot at Fifty-first street, and \$40 per foot at Thirty-fifth street. This was in the winter of 1869-70. The present value is from \$200 to \$225 per foot.

Computing the Benefits.—The Circuit Court appointed, as commissioners to ascertain the amount of benefits to accrue to lands to be affected by the park improvements, the following gentlemen: Benjamin F. Hadduck (since deceased), George W. Waite, and W. L. Greenleaf. The appointment of Mr. Hadduck was especially appropriate. He was known to be very conservative, an old resident, thoroughly familiar with property history and values in Cook County, and one whose opinion would be as satisfactory to the opposition as to the friends of the act. These Commissioners, after working all the summer over the matter, rendered a statement

showing the benefits *to be at least fifteen millions of dollars*, and the assessment to secure all this increase was placed at \$1,800,000. This was before any improvements were made; and as if to show the Chicago people how excessively conservative they are in estimating land values, the property in question has proceeded to increase in value by at least *quadruple* the figure at which the special appraisers placed it.

Raising the Wind.—The act, as passed, provided for the issue of bonds to the amount of \$2,000,000, which should form a lien; first, upon the lands appropriated, second, on all the real property in the towns of Hyde Park, Lake, and South Chicago.

It was necessary to negotiate the bonds before any land could be purchased. These bonds were of a character different from those issued for any other parks in the country, being issued in the name and by authority of the South Park Commissioners. Bonds for the building of parks elsewhere have invariably been issued by the city government and have required the mayor's endorsement. These bonds were issued by the Commissioners as a body corporate, entirely independent and separate from everything and every body else. Gen. George W. Smith, formerly State Treasurer, and Chauncey T. Bowen proceeded, in November, 1869, to Philadelphia, Providence, Boston and other cities to negotiate the bonds. They finally settled on New York City, and made arrangements with the American Exchange National Bank to advertise them for sale. Gen. Smith returned home, and Mr. Bowen remained until the following February, to advocate their claims to favor. Money was sharp at 12 per cent., and yet in thirty days from the first sale they were all disposed of at figures which averaged 92 cents on the dollar, which at the time was considered a very successful negotiation, especially as the bonds were to run ten years at 7 per cent. interest.

This closes the history of the struggle on the South Parks question. Ever since that time the programme of improvements, the purchases made, and all other workings of the commission have gone steadily forward, meeting with scarcely any opposition, except from a few of the parties owning lands within the limits of the Park. The progress and improvements of the parks have given satisfaction to all parties, and the work will not stop until there is secured to the South Side a pleasure ground which will awaken the gratitude of all future generations, as it has the enthusiastic approval of the people of this one.

Acquiring the Lands.—The next thing to be done after locating the parks, was to acquire the lands. Of course, immediately after the success of the bill was assured, many who had lands within the boundaries selected for the parks and boulevards demanded an enormous advance on former prices for their interests, and they were paid, in most instances, simply because that great American tribunal, a petit jury, so decided whenever the cases were brought before it. The following is a complete list of these lands, and a statement of the manner in which they were obtained. It may be well to say, first, that nearly the whole of the transfers were made in the years 1869 and 1870, and the prices paid are far less than the values placed upon the same lands now. Scores of people were made suddenly wealthy by disposing of lands at such increase over what they were worth before. Some of these parties had owned their land for a number of years; had paid tax after tax upon them, and offered them upon the market frequently without securing pur-

chasers, even at a moderate figure, until the Park Commissioners pitched upon their property as the site of the improvement and offered them the prices named below. And even then, parties in a few instances have held on to their acres for heavier prices, believing that they could force the commissioners to pay any price they asked. The courts, for all but two or three of these greedy people, have settled the matter by appraisal, and in a short time, the last acre of the whole eleven hundred will have been acquired and paid for. The following is the history of the acquirement of the tracts:

For the North Park.—The north fifteen acres, extending across the whole width of the upper park, was purchased of Mr. Gibson for \$41,079.16. The fifteen acres south of and adjoining this was purchased of Mr. Hoffman, for \$37,500. The west twelve acres of the fifteen acres south of and adjoining the last named tract was bought of James Marks for \$42,000. In this case Mr. Marks appealed from the award of the Commissioners, and pending the appeal a compromise was effected for the above named sum. The remaining three acres of this fifteen-acre tract was purchased of William Turner, under a similar compromise. The east one-half of the fifteen acres next south and adjoining was purchased of John D. Jennings, for \$18,975.

The next twenty-six acres adjoining just south of this belongs to Mrs. Cook, who has thus far kept the title through a dry and tedious process of litigation. The award of the Commissioners, \$92,000, was made, like the awards on other property, in 1870. Mrs. Cook appealed to the Circuit Court. The result of the first trial was a verdict awarding her about \$114,000. She appealed to the Supreme Court. The decision was adverse to the verdict, and the case was sent back to the court below for a new trial, with the instruction that juries might award owners of condemned lands the benefit of all increase in values since condemnation proceedings were commenced, except such increase as should come from the park itself. This last trial resulted in a verdict in Mrs. Cook's favor for \$171,569.66. From this the Commissioners appealed to the Supreme Court, but have since settled with Mrs. C. on the basis of the last verdict. The east half of the tract lying between Fifty-third and Fifty-fourth streets, and next south of the Cook tract, and the west half of the east ten acres of the tract between Fifty-fourth and Fifty-fifth streets — twenty-two and a half acres in all — was purchased of Mr. Smith for \$45,000.

The north 19.83 acres of the west half of the land lying between Fifty-third and Fifty-fourth streets was the property of Mrs. Bailey, and was appraised by the Commissioners appointed by the court at \$73,000. She appealed from this, and a compromise was effected at \$90,000. She had placed the same land on the market one year before, asking only \$14,000 for the whole tract, and found no purchaser. A narrow strip south of this was purchased of Fred. T. Ranney.

The above descriptions include all the land north of Fifty-fourth street. A small improved tract on the corner of Cottage Grove avenue and Fifty-fifth street was bought of Bruno Gansel, for \$10,000; and a small tract, which with the foregoing formed a five-acre block, was purchased of Theo. Schintz for \$5,565. The west ten acres of the east twenty acres between Fifty-fourth and Fifty-fifth streets was purchased of John G. Shortall for \$16,000. The west ten of the east thirty acres of the same tract was purchased of the heirs of Dr. Egan for \$15,000. The west ten acres of the tract lying between Fifty-fourth and Fifty-fifth streets was

bought of Dr. Boone for \$40,000. The east ten acres of the tract between Fifty-fifth and Fifty-sixth streets was acquired by condemnation and appraisal of the courts' Commissioners at \$20,000, of Mr. Janson and the heirs of John A. Bross. The east ten acres of the tract between Fifty-sixth and Fifty-seventh streets was acquired in like manner, for \$16,686.72, of the owners, C. B. Farwell, *et al.* The west twenty of the east forty acres between Fifty-fifth and Fifty-seventh streets was purchased of George C. Walker for \$37,000. The west forty acres of this tract, owned by Martin Andrews, *et al.*, was acquired by appraisal of the court's commissioners, for the sum of \$59,287.51. The forty acres south of and adjoining the above was owned by Charles Busby, of whom it was acquired by appraisal at \$48,000. The west ten acres of the east twenty acres between Fifty-seventh and Fifty-eighth streets, was acquired in like manner, of Mr. Bartow, the owner, he receiving \$18,113.33 for it. The east ten acres of the last mentioned twenty acres was purchased by the Park Commissioners, of Mr. Hamill, for \$16,000. The east ten acres of the forty acres between Fifty-eighth and Fifty-ninth streets was purchased in like manner, of Mr. Sheldon, for \$16,000. The west ten acres of the east twenty acres of the same tract was bought of Mr. Jacobs for \$15,000. The east ten acres of the forty acres lying between Fifty-ninth and Sixtieth streets was acquired by appraisal of the court's commissioners, of Wm. McKindley, for \$16,500. The west ten acres of the east twenty acres between the same streets was purchased of the several owners for a total of about \$16,000. The west twenty acres of this tract was acquired by appraisal, of Dr. Starr, for \$24,000.

For the Midway Plaisance.— This is a strip 600 feet wide connecting the upper and lower South Park. The west forty acres of it was purchased of Clark & Martin, trustees, for \$80,000 in Park bonds. The twenty acres east of and adjoining this was acquired by appraisal of the Jackson heirs, and of Mr. Handy for \$32,400. The twenty acres east of this and comprising the remainder of the plaisance was bought, by the Park Commissioners, of Messrs. Emigh & Kilmer, for \$76,000.

The lands before mentioned were purchased in 1870. This tract was bought in 1873, which accounts for the increase of *one hundred and thirty-five per cent.*

For the Farther Park.— The north fifty acres of this park (commonly called the "Lower Park," from the habit of the people of North America of regarding everything to the southward as *down*) was acquired by appraisal of the court's commissioners, of Charles Anderson and others, for \$96,500. Dickinson's subdivision of ten acres, lying on the lake shore, south of the above north fifty acres, has been appraised, and an appeal has been taken by all the owners excepting the owners of five lots who accepted the award of the commissioners. The appeal is yet pending. The north ten acres of the twenty-acre tract west, and adjoining on the south the north fifty acres above mentioned, was purchased of Bliss & Sharp for \$12,000. The south ten acres of the twenty acres west, and adjoining Dickenson's subdivision, was bought of Wm. P. Grey for \$20,000. This last was improved property. The tract lying south of the above subdivision, on the lake shore, and comprising about thirteen acres, was acquired by appraisal for \$21,459, of Morton & Clement, the owners. A tract west, and adjoining the Morton & Clement property, and containing five acres, was acquired by appraisal, of the heirs of John R. Starkweather, for \$6,300. Ten acres adjoining the Starkweather tract on the west was bought of the owner, J. D. Platt, for \$20,000. It had a good class of improvements on it. The

fractional south half of section 13, excepting about five acres on Hyde Park avenue, is still in litigation. The Park Commissioners have a contract from one of the parties claiming the title to the whole, and the contest is between him and other claimants. Ten acres lying on the west side of the park, and immediately south of the tract last mentioned, was purchased of C. C. Abbott, for \$20,000. The fifteen acres adjoining this, south, and extending to Sixty-seventh street, the south limit of the park, was purchased of Mrs. S. D. Kimbark, for \$20,000. The north five acres of the fifteen acres lying immediately east of the above tract was bought of Mrs. S. D. Kimbark for \$8,750. The remaining ten acres of this tract was bought of Levi Blackwell, for \$15,000. One hundred acres lying east of the above was purchased of Judge Dunlevy, for \$125,000. The north fifteen acres of the twenty acres lying east of this was purchased of George M. Hambright for \$10,000. Five acres south of and adjacent to the above, which belonged to Mrs. Kimbark, was purchased for \$5,000. The tract of about eighty acres adjoining these two last mentioned tracts is subject to condemnation proceedings now pending. Ten acres known as the Hoyt subdivision, excepting two lots, and lying east of the above last mentioned tract on the lake shore, has been purchased of the owners. The thirty acres known as the Wm. B. Astor subdivision, lying south of the Hoyt subdivision, and east of the last mentioned eighty acres, was purchased of H. O. Stone, for \$24,000, excepting five or six lots not yet acquired. The above is a complete schedule of lands lying within the boundaries of the South Parks.

Growth of Values.—In addition to the example of increase given by the Bailey tract, we give a few other tracts as indicative of the whole, and to show the remarkable benefits which accrued to individual owners by the locating of the parks and the consequent purchase by the Park Commissioners.

Charles W. Cook, in 1835, paid \$200 for the whole southeast quarter of section 10, in which the twenty-six acres mentioned in the list is located. In the same year he sold one-half of this to George W. Merrill for \$100. In 1868 Mrs. Cook purchased seven and a half acres of the tract of Thomas Foster and others, for \$17,500.

The Marks and Turner tract of fifteen acres was patented to C. W. Cook, in 1839. It was conveyed, in 1865, by the then owners, John R. Case and others, to H. S. Monroe and others, for \$4,875. Again, by Mr. Monroe and others, in 1866, to H. O. Stone, for \$7,500, and by him sold to James Marks, in 1867, for \$10,500. The Park Commissioners bought it, in 1870, of Mr. Marks and Mr. Turner, for \$52,500. Increase in three years, \$42,000—just 500 per cent.

From the abstract we learn the following concerning the north fifty acres of the lower park: One hundred and thirty-three acres, including this, was entered, in 1835, by J. Smith, for \$187.08. The fifty-acre tract was conveyed, in 1837, to Norman Rew, for \$1,000. Re-conveyed by Mary L. Watson, in 1854, to John R. Polard, *et al*, for \$4,250. In 1857 it was sold by Henry H. Penniman to Samuel Penniman, for \$15,000. For ten acres of the fifty acres Mr. Platt paid, in 1868, \$10,000. This last figure would place the value of the fifty acres, in 1868, at \$56,000. The Park Commissioners paid, two years later, \$96,500. Increase in two years, over 90 per cent. These are not exceptional cases. The increase on the other portions of the parks would show the above ratio to be the rule.

Description of the Park Improvements.—The commencement of the improvement of the parks proper dates from the early part of last summer. The first work

was begun at the north end of the west park, and about fifty acres have already taken the form and appearance laid down in the plans of Mr. Cleveland, the architect.

Bayard avenue, which winds in a serpentine course around the south open green from Grand to Drexel boulevard, has been graded and laid with Joliet gravel, cobble-stone, curbed, etc. During the winter and spring of 1873, the surface of the grass plats in the north fifty acres was graded and varied, seeded down, and trees planted, ranging from four to eight inches in diameter of trunk. Bayard avenue is a fine driveway—forty feet in width. It encircles about one hundred acres of grass plat. On this area no trees or shrubbery will be allowed, the object being to give an unobstructed view always across the park. Around this green are planting spaces of many different picturesque shapes. On these will be planted forest trees, but no shrubbery.

Southwest of the open green, and bordering upon it, is to be erected the grand pavilion, for dancing, billiards, and refreshments. In front of this will be a vine-covered arbor, about 100x200 feet, and around the whole a large space will be reserved for a concourse for visitors and carriages. Something like 500 feet to the south of this, and on the western edge of the park, are already erected stables and sheds for hitching and feeding horses. The size of these buildings affords ample accommodation.

The location of the pavilion is on the extension of Pavilion boulevard. The plan of this is as follows: It will be 200 feet wide, with a planting space in the center 90 feet wide; driveways on each side, 40 feet wide, nicely graded, curbed and gravelled, and at the outer edge of each driveway, a fifteen-foot sidewalk is provided for. The improvement in this manner will end at State street. From State street to Reuben street, a distance of two miles directly west, it will be a 70 feet driveway, with planting spaces at the sides. This will leave a mile of interval from Reuben street west to Western avenue, which will be beautified after the same manner as the one-half mile of space between State street and the park. On entering the park, this street will take a serpentine direction to the south-east corner of the park, where it will enter the midway plaisance.

The southern part of the west park will be used for the deer paddock, exhibition grounds, the farmstead, the administration buildings, and the mere, with extensive plats covered with trees and shrubbery. The mere will consist of a number of artificial lakes connected by straits with each other, and emptying into the midway basins. The area of the above tract is about 200 acres, and it will be called the upper plaisance.

The midway plaisance, embracing all the area of the blocks between Fifty-ninth and Sixtieth streets. This will be devoted to beautiful driveways, planting places, and the midway basins. These latter will form a continuous sheet of water through to the great lagoon of the lower or east park. Each of these basins will be about 1,300 feet long and 100 feet wide, connected by straits 40 feet wide at the intersections with streets, where they will be covered by bridges of handsome design.

The "lower" park, into which the midway plaisance leads, contains an area of about 500 acres. It is bounded on the west by Hyde Park avenue, a beautiful street paved with Nicholson pavement; on the north by Fifty-ninth street, on the south by Sixty-seventh street, and on the east by the lake. The whole area of the lower

park will be diversified with large and multi-form lakes, winding driveways and walks, and covered with forest trees and shrubbery. A natural forest now covers the southwest part of it, and innumerable trees will be added, by the transplanting of large trees of symmetrical shape and stately height. A sufficient number of these will be planted to make the larger portion of the park a beautiful woodland. A little south of the center and on the west side of this park are to be erected the administration buildings. A short distance east of these will be the park haven shelter. South of the great lagoon is to be the pavilion concourse of this park, constructed in a similar manner as the ones in the "upper" park. On the lake shore, and at about the geographical center north and south, will be the Belvidere building and promenade, and a little north of this the Belvidere stand. These buildings will be carried up far enough to give an imposing view of the parks and boulevards, the lake and the shipping, etc.

It is intended to make the park haven large enough and deep enough to admit steamers and pleasure boats to dock. The pier which is to protect the park haven from the action of the lake will extend eastward several hundred feet. This will enable visitors to reach the parks by water as well as by rail and carriages. Along the lake shore, and extending the whole length of the park, will be a macadamized lake shore drive, of ample width and substantial and enduring workmanship. It will constitute one of the most enjoyable roadways in the country, on account of the beautiful land and water scenery which it will skirt.

This is a sketch of the plan of the South park improvements, as drawn by Messrs. Olmstead & Vaux, of New York. It should be remarked, however, that these gentlemen have been accustomed to design public grounds for a much larger and wealthier city than the South Division of Chicago, and where money, under the influence of Tammany appliances was much freer than here; hence some of the ideas of the designers, excellent though they are, will have to be sacrificed. The south open green, for instance, will be left as a flat lawn, instead of being concaved out according to the original plan—an operation that would absorb much more than a year's net revenues; and the system of lakes and lagoons in the hither park and the midway plaisance will also be postponed indefinitely, the Commissioners being of the opinion that the larger proportion of the funds at their disposal had better be invested in sewers and roadways, and in a series of the most essential embellishments and park attractions where the most can be had for the least money.

Approaches.—The South Parks are approached on the north by Drexel and Grand boulevards. The former enters at the northeast corner. The entrance is 450 feet wide, and extends across an entire block, east and west. The entrance on the northwest corner from Grand boulevard is 345 feet wide. Both entrances are beautifully planned with grass plats, planting places, drives and fountains.

Grand Boulevard.—This beautiful thoroughfare extends from Thirty-fifth street south to Fifty-first street boulevard, and lies two blocks east of Prairie avenue. It runs parallel with Drexel boulevard, being three blocks west of it. The first improvement on the Grand boulevard commenced at the north boundary, Thirty-fifth street, and was completed to Forty-fifth street in that year, 1870. Kankakee avenue was widened by the addition of 132 feet taken from the east front, in accordance with the act. At Grand boulevard it is 200 feet wide, including a pleas-

ure drive through the center, 60 feet wide, and traffic roadways on each side. The pleasure drive can only be used for recreation. The improvement of the roadways is in three materials, viz. : asphalt, stone screenings and Joliet gravel. The screenings are the fine chippings from the manufacture of marble blocks. As this is the first of the boulevards improved, experiments have been made in different materials. The manner of building the same is as follows : First, grading, then cobble stone, then a top dressing of screenings or Joliet gravel. The portion covered by the last named material has a foundation of the coarse stones, selected from the gravel. The gutters are covered either by asphalt, cobble-stone, or the slag from blast furnaces. The boulevard is now completed as far south as Fifty-first street, where it enters the park, and bordered on each side by large elm trees, and is the resort of hundreds each day. Two additional rows of trees will ultimately be added. The expectations of the Commissioners have been much more than realized in the eagerness with which the carriage-riding public seeks the boulevards for recreation. This is especially true of Grand boulevard, which is often crowded for a space of two miles with carriages averaging three abreast.

The principal owners of property along Grand boulevard are as follows :

Between Thirty-fifth and Thirty-sixth streets : On the west side, Mr. Moffitt, the entire front. On the east side, H. G. Loomis, H. H. Honoré.

Between Thirty-seventh and Thirty-eighth streets, Bryan Philpot, the entire east front.

Between Thirty-eighth and Thirty-ninth : On the west side, G. A. Springer, 600 feet. On the east side, H. H. Honoré, 600 feet.

Between Thirty-ninth and Fortieth : On the west side, H. H. Honoré, 600 feet. On the east side, J. E. Warren, 500 feet ; Mr. Pflaum, 100 feet.

Between Fortieth and Forty-first : On the west side, H. H. Honoré, 600 feet. On the east side, Washington Smith, J. H. Hill, McKay Brothers, of Janesville, Wis.

Between Forty-first and Forty-second : On the west side, Jas. E. Tyler, 600 feet. On the east side, Geo. S. Bowen, 600 feet.

Between Forty-third and Forty-fourth : On the west side, Wilbur F. Storey, editor of the "Times," 300 feet, running through to Vincennes avenue.

Between Forty-fifth and Forty-seventh : On the west side, Alfred Cowles, of the "Tribune," 300 feet ; Gen. John A. Logan, 600 feet. On the east side, Potter Palmer and H. H. Honoré, each 600 feet.

Between Forty-seventh and Forty-eighth : On the east side, Jas. M. Walker, President C. B. & Q. Railroad, 200 feet ; W. F. Storey, 300 feet.

Between Forty-eighth and Fiftieth, Elliot Anthony holds the east front (west side of the boulevard), and H. O. Stone the west front ; and between Fiftieth and Fifty-first, where the boulevard enters the park, the corresponding fronts are held by H. H. Honoré and Obadiah Jackson.

Drexel Boulevard.—Drexel boulevard (formerly Grove Parkway) is the result of the action of a meeting of the property owners along its borders from the railroad track at Forty-first street to the South Park, held about the time the initiation was taken on the park improvement, to take into consideration the proposition of the South Park Commissioners to purchase the right of way for a thoroughfare from Logan avenue, the present city limits, to the entrance of South Park at Fifty-first

street boulevard. The purchase was made, the owners receiving sums made up of prices which averaged \$4,000 per acre. It is 200 feet wide from beginning to end, the breadth being divided as follows: 15 feet of sidewalk and 40 feet of roadway at the sides of the planting place in the center, which is 90 feet wide. One hundred feet was taken on each side. The figure named is about one-third the rate paid for the 132 feet taken for Grand boulevard from the west side of Kankakee avenue.

The Avenue l'Imperatrice, Paris, is the model for Drexel boulevard. The only difference in the plans of the two avenues being in width, the former being 300 feet wide and having two planting places through its center. In the building and ornamentation of the two they are, with this one exception, exactly similar, so that a description of the one is a description of the other. The avenue l'Imperatrice is considered the finest street in the world. Drexel boulevard is devoted to the exclusive uses of pleasure, all traffic over it being forbidden.

The ornamentation of each block is dissimilar, and the improvement is now sufficiently advanced to show its character. Forest, flower gardens, shrubbery, etc., alternate, and the walks are shaped in divers winding courses. The material of the walks is hard blue clay, the drives of gravel on a compact graded surface, the sidewalks of asphalt and stone, and the gutters are formed by concave slabs of slag, an imperishable material. The swell of the planting surface is considerably above the driving grade, giving a prominent and beautiful appearance. Trellis work, rustic seats and bowers, fountains, etc., will be features interspersed through the whole length. At the south end and on the beautiful Fifty-first street boulevard, which at the park entrance is 400 feet in width, will be placed a mammoth fountain, 70 feet in diameter, and of costly and beautiful design. An effort will be made at the next session of the Legislature to secure the removal of Douglas Monument to this space, at the head of, and overlooking, the park. The Park Commissioners volunteer to complete the monument by subscription, if it is removed as proposed. On each side of the boulevard, throughout its entire length, the property holders have placed, four feet inside of the fence, lines of stately elms from twelve to fourteen inches in diameter, and all living and in leaf. A uniform building line of 40 feet is established through the entire length of the boulevard, giving a clear open space of 280 feet wide.

Why some things are thus.—The estimates of five competent real estate experts were taken relative to the value of the lands to be taken for these parks before proceeding to find their location. These estimates varied from \$1,300,000 to \$1,800,000—that is from \$1,100 to \$1,500 per acre; but the price was brought in some cases as high as \$6,000 per acre for land in the city-ward park, and some parties who are not yet settled with are even demanding \$6,000 per acre for a large tract in the farther park, much of it marshy and undrainable, and only usable as a lake!

Added to these unexpected draughts upon their revenues, and the \$70,000 per year (commencing 1873) to be devoted to the taking up of the bonds, and the \$140,000 a year interest that must be met, it will be seen that the Commissioners must needs manage pretty economically and adopt a less lavish system of improvements than was originally contemplated, in order to get around each year inside their revenues, the full amount of which has never yet been realized, (though it must be sometime). The account stands about thus:

Total revenue.....	\$300,000
Out of which must be paid	
Interest on Bonds.....	\$140,000
Liquidating Bonds,.....	70,000
Salaries.....	12,000
Leaving for improvements per year.....	78,000
Total.....	\$300,000

The improvements already made have been noted above. Those of the present and ensuing season (before 1st June, 1874), will conclude the completion of Bayard Circle and the lawn of one hundred acres within it; the completion of a broad gravel drive along the midway plaisance and clear around the Lake Shore Park, and the improvement of one hundred acres at the north end of the latter tract—a good deal to do with \$78,000.

THE WEST PARK SYSTEM.

The Plan at the Outset—How and Why It Was Modified—The First Commissioners—Cost of the Lands—Description of the Parks—The Fire Monument of Iron Safes, Masonry Relics, etc.

IN 1869 a discussion arose in the Common Council as to the practicability of municipal action in this direction, and a committee was chosen to draw up a park bill. The committee of the Council thus chosen consulted Hon. S. S. Hayes, and requested him to draft a bill providing for a system of parks and boulevards for the whole city, which he did. The committee heartily approved of the bill as drafted by Mr. Hayes, and it was endorsed by the Common Council at its next meeting, and recommended for passage by the Legislature. The following is a brief synopsis of the bill:

It comprehended a division of the city into four parts, to be known as the Park Districts, as follows: That part of the city east of the North Branch of the river, to be known as Park District No. 1; that part west of the North Branch, to be known as District No. 2; that part west of the South Branch and west of the canal, to be known as No. 3; and that part east of the South Branch and east of the canal, to be known as No. 4. The mayor was to appoint three freeholders, owners of real estate within the city, to act as commissioners, one for each division of the city, who should be qualified as electors of municipal officers, and should hold office four years. Each one was to swear that while holding office they would not receive profit or gain from the sale of any lands purchased or condemned, or from any contract for improving, or other source connected with the park work. The bill designated the extreme boundaries within which the parks could be located, but left the affixing of the actual boundaries of the parks and boulevards to the discretion of the Commissioners. A provision was made in this bill for the appropriation by the Council of sums, from time to time, to defray the expenses of surveying, etc.

The Act Passed.—On motion of Alderman Dixon, a committee of three of the Council was appointed to go to Springfield, and urge its passage. This committee were Aldermen Wicker, Russell and Beebe. To this force were added Hon. S. S. Hayes, J. C. Haines, D. Cole, and others. When these gentlemen arrived at the Capitol they found that South and North Side parties had arranged for the passage of bills for parks in their portions of the city, separately, and therefore they held a meeting and modified their bill so as to include the West Side parks only.

This bill was readily passed with but little alteration, and submitted to the people the same year. The vote was taken March 23, 1869, in the town of West Chicago,

and that part of the towns of Jefferson and Cicero which were entitled, under the act, to vote, and resulted as follows: For the parks and boulevards, 4,422; against the parks and boulevards, 3,903. Majority for the act, 519.

Organization.—The act was passed in February, 1869, and the governor appointed the first Board of Commissioners the following April. An organization of the Board was effected May 5, 1869, and since that time they have been actively engaged in carrying out the designs and purposes of the law. The commissioners appointed were C. C. P. Holden, Henry Greenebaum, George W. Stanford, E. F. Runyan, Isaac R. Hitt, Clark Lipe, and David Cole. Hon. S. S. Hayes was urged to accept an appointment, but declined. On the organization of the Board, George W. Stanford was chosen president; Henry Greenebaum, treasurer; E. F. Runyan, auditor; Charles S. Loding, secretary; and W. L. B. Jenny, architect and chief engineer.

By a resolution adopted by the Board, June 25, 1869, the labor of selecting the lands was given into the hands of a committee of three, consisting of Messrs. Greenebaum, Hitt and Runyan, who made an effort to locate the parks where they would be accessible from public means of travel, and, at the same time, not so far from business and residence centers as to make them inaccessible to pedestrians and carriages.

The act designated that a boulevard should be laid out to extend from a point north of Fullerton avenue, running thence west one mile or more west of Western avenue, and thence southerly, with such curves and deviations as the Board should deem expedient, to the Chicago, Burlington and Quincy railroad line, and that on the line of said boulevard three parks should be established. The north park was ordered to be made not less than 200 acres in area, and the cost not to exceed \$250,000; its location to be north of Kinzie street. The middle park to be located between Kinzie and Harrison streets, to contain at least one hundred acres, and the cost not to exceed \$400,000. The southern park to be located between Harrison street and the Chicago, Burlington and Quincy railroad line; to contain at least 100 acres, and its cost to be limited to \$250,000. The aggregate cost of the parks and boulevards was limited to \$1,050,000.

Work of Acquiring Lands.—The public will hardly conclude that the duties of Messrs. Greenebaum, Hitt and Runyan, were of a light or easy character, under the restrictions and limitations above noted. In July they submitted ten plans. These were exhibited for ten days, and offers for sale of lands and donations were invited. However they met with little response, and the committee prepared three other plans. These last secured sufficient donations and offers for sale to warrant the committee in definitely locating the parks and boulevards within the boundaries which now surround them. This was done early in November, 1869. As in the case of the south parks, prices immediately advanced to an exorbitant figure on all the lands selected, and the Board were compelled, in equity to the people, to wait until concessions of from 25 to 30 per centum were offered. They made the purchase money payable in three installments, thus dividing the special assessments into three annual assessments, instead of raising it in one, by condemnation. The Board has power to levy and collect special assessments on lands benefitted; to issue bonds to pay the amounts found payable, and also for any deficiency which may exist after the other resources of the Board are exhausted. It is, however, the cause of much delay to make and collect these special assessments.

A provision was made by the city to devote the \$800,000, which was to be derived from the sale of the lake front to the railroad companies, to park purposes by equal division, or \$200,000. As this sale has never been consummated, owing to legal obstacles found to exist, this appropriation, of course, can not be counted upon.

At the close of the first year's labor the Commissioners had acquired 450 acres of land, leaving 311 acres yet to be secured. At the end of the second year they had acquired nearly the whole. The purchases were all concluded by the 12th day of May, 1870. On the 19th of May they petitioned the Circuit Court to appoint three Assessors to affix the value of lands belonging to parties who would not sell at the prices offered. The Court appointed as such Assessors, Nathan Allen, Pleasant Amick and Garrett L. Hoodless. On the 25th of July the Circuit Court confirmed their assessment of \$231,835.73, and also the amount of the condemnation proceedings, which was, in round numbers, \$74,000.

Douglas Park.—Douglas Park is in the shape of an oblong square, extending from Twelfth to Nineteenth street, north and south, and from California avenue to Yaeger street, east and west. The topography of the west parks is naturally a dead level, and Douglas Park lies low as well—hence the large use of its surface for ornamental lakes, a desideratum in view of the considerable distance of these parks inland from Lake Michigan. Its area is 180 acres. The main entrance is at the corner of Twelfth street and California avenue, from an ellipse, in the center of which will be a handsome drinking fountain. The greatest diameter of this ellipse is 250 feet, and its shortest 175 feet. The fountain will be approached by converging walks, and seats and bowers will surround it. From the center of the inner rim of the ellipse will be a grand promenade and drive leading to the circle which will surround the grounds of the new Douglas Monument, which is to be 70 feet in diameter at its base. Around this is a concourse of ample width, being the commencement of the grand circle drive, which is two and one-quarter miles long, and will wind around the inner border of the park about 100 feet from the fence at its nearest point. It will be 50 feet wide, graded, macadamized and curbed. Serpentine walks will cover the grounds of the park, like finely patterned web work, and lead to all the interesting localities. Fed by the artesian well, which is located in the north part of the park, will be a large lake or lagoon, divided into three parts, with the largest part in the center of the park, the whole extending from near the north boundary to near the southern limit of the park. At the necks, massive stone bridges, 50 feet wide, will be built. Just north of the northern bridge will be a waterfall two feet high, and extending a distance of 150 feet across the narrow portion of the north lake. Branches from the great circle drive cross the park over these bridges.

On the north side of the center lake in the park will be a large refectory for refreshments and amusements. Around this, on the lake shore, will be a massive stone railing. The terrace and music-stand will occupy a large space on the opposite side of the lake. The play-house will be on the north shore of the lower lake, south of the terrace. Two handsome islands will be made on the eastern part of the lower lagoon. They will be connected with the shore, and with each other, by foot-bridges of rustic design. On the lower island, overlooking the lake, will be a summer-house and belvedere. In the southwest corner of the park will be

a rotunda and a large cascade, elegantly located on raised ground. A little west of the circle drive, in the north part of the park, will be the dairy and farmstead. A branch from the main drive will pass out of the park in the southeast corner through a triangular space ornamented with trees and walks. At about the center of the park, north and south, on the west side, is to be a large concourse for carriages. West of the terrace is to be the boat landing, approached by heavy stone steps 40 feet long, leading down to the water. On the great open lawn, north of the center lake, no trees or shrubbery will be placed. The water in the upper lake will be nine feet deep, and in the central and lower lakes, eight feet deep.

The Douglas Park Boulevards.—Ogden boulevard, which enters the park and passes through it in a southwestern course, is an extension of Southwestern avenue, which has its northern terminus at the east end of Union Park. This boulevard is 150 feet wide, and extends through to Riverside, forming, when completed, a continuous macadamized drive from Randolph street to Riverside. At its intersection in Douglas Park with the circle drive, will be placed a very large fountain. Its width, from this fountain to the western border of the park, diminishes to 60 feet, and widens again to 150 feet.

Douglas boulevard, which connects Douglas with Central Park, is 250 feet wide throughout. At the end of its westward stretch (Hamlin avenue) is a space 400 feet square. Here it turns north to Central Park. It will have a planting place 120 feet wide in the center, and a drive on each side of this, 40 feet wide, graded, macadamized, curbed and sewerred. Also, spaces 25 feet wide at each side for trees and sidewalks.

A peculiar excellence in Douglas Park is the large amount of lake surface, affording scope for a good row, no matter how many boats are out. The Commissioners have, through a great deal of hard labor and hard thinking, worked out the problem of the West Parks improvement, and have now such a perfect working system that there will be no failure or uncertainty about the carrying out of the plans. True, the improvements are not finished; they are but begun as yet, as the drawbacks of the fire and some litigation in collecting the special assessments have caused the work to proceed more slowly than it would have done without these hindrances; but the progress has been sure, and will go forward rapidly until all is fulfilled.

The main sewer of this system of parks and boulevards will be located on Kedzie avenue, it having been found that by running a large main through to the river, it would drain all of the three parks, and render all the acres near them dry and admirably suited to residence purposes.

Central Park.—Central Park, is laid in an oblong, with an arm extending east from the eastern border of the main area. It is bounded as follows: Its southern limit extends, diagonally, along Barry Point road in a southeasterly direction, from Central Park avenue to Hamlin avenue, which bounds the whole on the west. Its northern boundary runs directly east and west along the line of Kinzie street, or the Chicago and Northwestern railway, from and to the same north and south avenues. The eastern extension is bounded by Lake and Madison streets on the north and south, and by Homan avenue on the east. This extension, or arm, contains forty-four acres of area, and reaches 1,000 feet further east than the north and south elongation. The main body of the park contains 141 acres, making the total area 185 acres.

The improvement of this beautifully planned park was commenced in the spring of 1872, under the direct supervision of the Park Commissioners. The first sod was lifted in the eastern part of the eastern part, or that part between the two right angles formed by its plan.

The main entrance is from Washington street, which, according to the plan of the Commissioners, is to be widened from the railway crossing, just west of Western avenue, to the park, to a width of 150 feet. At the main entrance is a semi-circular space with 120 feet radius, in the center of which are planted six large elm trees, and across the space are posts and chain to confine travel to the driveway at each side. The exit of the arc is fifty feet wide, and leads into the main drive, which encloses an oval of about thirty acres area.

The Fire Monument.—Exactly in the center of Washington street, and just west of the main drive, at a distance of 300 feet from the entrance is a semi-circle, 100 feet in diameter, enclosing the circular grounds on which is being erected the Chicago Fire Monument.

This was commenced by laying the corner-stone with very imposing ceremonies. The occurrence was on October 30, 1872.

From the report of Mr. Jenny, the architect of the monument, made to the President of the Commission, and read at the ceremonies alluded to, we take the following extract :

"The design for this monument, prepared immediately after the fire, contemplated that the entire exterior should be composed exclusively of relics. On receipt of your instructions, that owing to the great interest taken in the matter, and the prominent position selected in the park system as its site, I should prepare a new design, of increased importance, using the safes for the shaft, but discarding other relics as too poor and insignificant for the base of so important a work.

"One of the most remarkable facts connected with our great fire was the unprecedented generosity of the entire civilized world in contributing to the relief of our needy sufferers. As a slight token of recognition, we would inscribe upon this monument the names of the cities contributing and the amounts of their most liberal donations. For this purpose eleven large tablets are arranged on the walls of the first story, corresponding to the openings in a Gothic arcade, and a twelfth panel is a doorway leading into the stairway to the terrace above, where are eight other Gothic panels and tablets. The interior walls of the first and second stories are decorated with other panels for inscriptions and such cut stone as were obtained from destroyed buildings. The summit of the spire is surmounted by a quadruple Gothic column, on which stands a female figure holding aloft in both hands a flaming torch, emblematic of destruction by fire."

Other Ornaments and Attractions.—At the southeast and northeast corners, and also at the grand entrance opposite Washington street, are four paths, fifteen feet wide, laid out in avenue style, with trees each side and leading to all portions of the park. These have numerous branches, of course, and are laid out in every conceivable direction. A large number of these walks converge towards the oval enclosed by the main drive which they enter from every direction. The southeast portion of the eastern arm is made into a gently sloping elevation eleven feet high at its apex, and covering, at its base, fifteen acres of ground. The summit takes the form of an ellipse 240 feet wide at its greatest, and 200 feet wide at its smallest diameter. This mound is completed.

The prominent feature of this elevation is the play-house, now in process of erection. It is 60x70 feet in size, of a most elaborate and beautiful rustic design, with an open court in the center 60 feet in diameter. In this court will be a rustic fountain 20 feet in diameter. The four corners of the play-house are treated as pavilions. Seats and tables for 800 people will be arranged inside. The floor will

be asphalt. At the four corner entrances will be drinking fountains in rustic. This house will have cost, when completed, from \$2,000 to \$2,300. The whole western portion of the mound will be treated as forest, with large trees and flowering shrubs.

The ladies' cottage will be located north of the play-house. It will have a large waiting-room and two toilet-rooms, completely fitted. It will also have six closets. The whole will be heated, in winter, by a neat stove in the center of the building. The outside of the building will be rustic, very substantial. In front of the entrance will be two large rustic flower baskets, and the portion above the ceiling will be made into pigeon-houses. The gents' cottage will be in the north part of the main drive on the north side of the park. It will be square, with octagon pavilion on each side. The two entrances will contain toilet fixtures. The five closets will be surrounded by a central hall. The side pavilions will be used for storage of stools, and so forth.

The lake of this arm or extension has been excavated and filled from the artesian well. The water is seven feet deep, in summer, which depth is, in winter, diminished to four feet, for skating purposes. A large island is left in the western part of the lake. It is approached by two rustic bridges from the walks which approach the refectory, which last will be of ample size, in rustic design and nicely filled up.

Another expensive and beautiful improvement to be built is the viaduct at the intersection of Madison street and the main drive. It will be built the full width of the drive. Above the masonry will be several feet of soil, and this will be so covered with shrubs and evergreens as to conceal the work entirely. The cost of this splendid feature of the west park improvement will not be less than \$20,000. The works above described are entirely comprised within the forty-four acres of area included in the eastern extension of the park.

Among the things mapped out for consummation in due course of time are the following, all included in the main park, or rather the larger part of the park lying west of the portion we have been describing. At present this part is almost in its natural state. Some of the principal ornamentation of the grounds is to found here. The western lake will be in the center, and covers an area of ten acres. It will be of uniform depth with the other lakes, and like them furnished with ample sewerage. The artesian well of Central Park, which flows, by actual measurement, 619,000 gallons per day, feeds both of its lakes. It is 1,220 feet deep. Each park has an artesian well, and there is also one on Humboldt boulevard. They furnish an ample and never failing supply of water for the lakes, for irrigation to the trees, and for all other purposes for which it is required. The cost of the wells has been about \$5,000 each on the average.

On the western boundary of this last named lake will be an oriental terrace, which will cover eight acres, twice the area of the Court House Square. In the center of this will be a handsome music stand, and monumental pavilions for private parties on the corners. Two large boat-landings are approached from it, fitted with stone steps and every elegant convenience. On the west of this terrace is a large concourse for carriages. The terrace will be surrounded with heavy stone railings, at the corners of which will be unique and beautiful flower-vases of the same material. It is designed to cover a portion of the area with ornamental tiling.

Seats and sofas will be disposed in convenient places. The vicinage of this terrace will be treated as a flower garden. A large refectory will be located on the north shore of this lake.

The Winter Garden is designed to constitute one of the most attractive features of the park. It will be eight hundred feet long and eighty feet wide. At the west end will be a large house for propagating plants, and at the east end a plant house of like size. The whole will be a splendid conservatory, built almost entirely of glass, in tasty architecture. The dairy, deer paddocks, etc., are to be located in the south part of the park. In the north part of the park will be a space of twenty-eight acres devoted to a zoölogical garden. Another viaduct will be built at the railroad track of the Chicago and North-western railroad, connecting with Central Park Boulevard. The entire surface of the park will be planted with trees and shrubs, and fitted with seats, arbors, fountains, and so forth.

Central Boulevard.—Central boulevard extends from the northeast corner of Central Park to a point a little north of Kinzie street. There it expands into a small square and runs directly east to Sacramento Square, or Sacramento avenue. From this it proceeds due north, 250 feet wide, until it strikes Grant avenue—a thoroughfare whose former name, Whisky Point road, was certainly not given it by a real estate fancying community. At this point the boulevard widens to 400 feet and so continues until Humboldt Park is reached. The plan for the ornamentation of the boulevard for a considerable distance south of its entry into Humboldt Park is quite elaborate, embracing a monument stand 100 feet in diameter and a floral parterre 100 feet wide by 600 feet long. This boulevard is graded (but not as yet finished) for a central drive, 50 feet wide, two side drivers, each 25 feet wide outside of which are two equestrian roads, each 31 feet, and beyond those two sidewalks, each 8 feet wide. Among all are six rows of tall elms, already set, a thriving.

Humboldt Park.—This is the northernmost of the series of three, and embraces 225 acres in area, lying in section 1 of township 39, range 14. It is bounded north by North avenue, east by Augusta street, south by Genessee street, and west by Kedzie avenue (called here Simmons avenue). The main portion of the park has an area of 160 acres, and the south portion of 65 acres.

The main entrance is from the southeast corner of the 160-acre tract, through an arc 200 feet in diameter. In this arc, on each side of the drive, will be a monumental fountain. The whole will be treated with macadam instead of grass plat. From this entrance the main circle drive stretches, surrounding nearly the entire area of the park. The principal feature of this entrance will be the mall, 80 feet in width and 800 feet in length, planted with four rows of large trees, with circular seats placed beneath them. The mall ends in an ellipse 200 feet in diameter, embellished with flower-beds. This will be for pedestrian travel only.

The upper terrace will crown the west end of the mall. This terrace will be elevated four steps above the level, and in the center will stand a monument of Baron Von Humboldt. Four groups of large trees will be disposed about the monument. This terrace will be surrounded with a handsome and very substantial stone parapet. From twelve stone steps, 30 feet in width, descending from the western side, the lower terrace, projecting out into the lake, is reached. In the center of this will be a magnificent fountain, 60 feet in diameter. Two smaller fountains will be placed at the parapet of the upper terrace. The lower terrace

is two feet above the water, which at the west side of the terrace is approached by handsome steps, affording an excellent boat landing.

The music-stand will be located on an island about 200 feet from the terrace ; and another and a larger island will be situated west of this, and devoted to a flower garden, pleasure ground and refectory. A large concourse for carriages and horses will be located about 300 feet from, and west of the terraces. Here, water will be provided for horses, and other conveniences arranged.

Opposite the ramble, and leading into it from the lake, will be a diminutive " Mammoth Cave." This will have an entrance for boats from the lake. It will also have an entrance from the west. A passage, 400 feet in length, will lead from the boat entrance into a chamber 30 feet wide, 50 feet long and 12 feet high. The ceiling will be supported by natural arches and embellished with stalactites. The light will enter through an aperture in the west side of the chamber, and just opposite this will be a cascade of twelve feet fall, coming from the artesian well. Out of this chamber will be a winding passage through to the Ramble. On the western shore of the lake it is designed to have a large rock or cliff of 16 feet elevation and 300 feet in width, accessible to carriages. A Swiss chalet will be provided on this rock, to be used as a place for resting and refreshment. Large bird islands will be located in different parts of the lake. This lake covers an area of thirty-nine acres, and will afford three-quarters of a mile sailing in a straight line. The scenery all about it will be variegated and interesting.

In the southern portion of the park will be a meadow plat, 1,000 feet in length and 700 feet in width. On the west side of it will be a " river," with islands, bridges, bowers, etc. It takes its rise from another artesian well at the south entrance to the park, and empties into the lake. At its mouth a massive stone bridge will span it. The park will have, when completed, three artesian wells, located as follows : The one now completed, in the north part of the park ; one in the center of the terrace, and another in the southwest corner of the park. The completed well is 1,115 feet deep, and flows 600,000 gallons per day. Around the south well will be a monumental pavilion ; over the north well, a vine-covered arbor ; and around the center well, a large basin. Around the meadow borders, in the south part of the park, will be a forest, through which winds the south branch of the main serpentine drive. A strip of 750 feet width across the northeast corner of the park is now completed.

History of Lands Around Douglas Park.—Of the history of tracts in the neighborhood of Douglas Park, there is but one episode of sufficient note to be mentioned here. The forty acres lying between Twelfth and Sixteenth streets, and some distance west of Kedzie avenue, is Daniel Goodwin's subdivision, purchased by him four years ago at \$500 per acre. The last piece sold from this brought \$3,500 per acre. This has a north front on Twelfth street, which is block 1. Blocks 3 and 5 were sold at the same time, and to the same party, S. J. Walker, for \$2,500 per acre ; block 2 is now owned by Hon. Lucius Fairchild, of Wisconsin ; block 6 belongs to Mr. Davidson, who paid, some time ago, \$2,000 per acre. Garrabrant & Hyde purchased, in September, 1871, block 4 of this subdivision. They paid \$2,500 per acre for it. The whole is now held at from \$4,500 to \$5,000 per acre.

Around Central Park.—Just east of the southern terminus of Central boule-

vard, and north of the park, is Harding's subdivision of the west half of the northeast quarter of section 11. Mr. J. M. Mason purchased five acres, being block 13 of this tract, in 1869. He paid \$1,400 per acre. In two weeks he sold it for \$1,750 per acre to Mr. Wetherell. Eighteen months thereafter Mr. Wetherell disposed of it to Mr. Phinney at \$2,500 per acre. In the same manner, Mr. Mason bought blocks 6, 7 and 8 of this subdivision, at \$1,600 per acre. In six months thereafter he received from non-residents \$1,800 and \$2,000 per acre. These parties have refused \$3,300 per acre for block 8.

In Morton's subdivision of the east half of the northwest quarter of section 11, Mr. Mason bought, in the fall of 1869, a tract of J. F. McCauley, at \$1,600 per acre, who sold a part of it again the same year at \$2,000. Mr. Mason also purchased, in 1869, a block of five acres in the east half of the northeast quarter of section 11, with frontage on Chicago avenue, of J. F. Pearson, at \$1,350 per acre. He sold it, in the following September, to John F. Weage, for \$2,000 per acre. The latter gentleman now asks \$4,000 per acre for it. Block 14 of this subdivision, adjoining block 14 on the east, was purchased eight years ago at about \$200 per acre, and sold six years ago to Thomas Chamberlin for \$600 per acre. Mr. Chamberlin sold it last April to Isaac E. Scott at \$3,600 per acre, and he in turn has conveyed five lots at \$60 per foot, or at the rate of \$8,000 per acre. Blocks 11 and 14 were formerly owned by Benjamin Lombard, who sold it to Mr. Chamberlin, six years ago, at \$600 per acre. Mr. Chamberlin still owns it, and has refused \$5,000 per acre for the property.

In October, 1868, John H. Dunham sold blocks 10, 15 and 16, in Hamlin's subdivision of the west half of the northeast quarter of section 11, to Henry M. Thompson, for \$10,000, fifteen acres. Soon afterwards Mr. Thompson sold block 10 to Wm. C. Dixon for \$3,000. In March, 1870, Mr. Dixon sold the same to Wm. H. Phinney for \$9,000. In the spring of 1872, Mr. Phinney sold 100 feet of this at \$40 per foot, to Wallace A. Lowell. Mr. Phinney still owns a portion of the block. In October, 1872, Mr. Phinney sold seven lots from block 10 to Isaac Claflin for \$6,000. He holds his remaining interest in this block at \$100 per foot.

Twenty acres, lying on both sides of the boulevard in the southwest quarter of the southeast quarter of the northeast quarter of section 11, was sold by Mr. Hancock, of Boston, in the fall of 1872, to Mr. Gerrish, of that city, for \$50,000. Mr. Gerrish sold it in the following May to William Deering, of Portland, Maine, for \$68,000. It is now held at \$100,000.

In August, 1864 Wm. J. Morton sold to Helen M. Kelly the east half of the southeast quarter of the northeast quarter of section 11, twenty acres, with north and south fronts on the boulevard, for \$4,500. In January, 1869, Helen M. Kilpatrick (*née* Kelly) sold the tract to Henry W. Blodgett, for \$12,000. In February, 1869, the south half of the above tract was sold to Fred. A. Weage and John F. Ebarhardt, for \$15,000. These parties sold it in 1870 to Lewis P. Haywood for \$20,000. Mr. Haywood subdivided it, and it is known as Haywood's subdivision. In 1872, he sold block 1 on the east half of the ten acres to F. A. Bibber, of Portland, Maine, for \$16,000. Within two months thereafter Mr. Bibber sold three lots at \$40, and three at \$50 per foot. These lots front on the boulevard. The balance is now held at \$60 per foot.

Phinney's subdivision of ten acres, lying north of the north ten of the twenty-acre

tract owned by Deering *et al.*, was bought by Mr. Phinney, in December, 1869, of John C. Grierson and Wm. C. Lawrence, for \$16,000. It has been sold out in 25-foot lots at from \$250 to \$300 each. In July, 1872, Samuel W. Kroff purchased thirty lots in this subdivision for \$10,000. Mr. Kroff has sold, this year, six lots at \$650 each.

R. P. Blanchard owns the following tracts: Two hundred feet on the southeast corner of Kedzie avenue and Madison street; 95 feet on the southwest corner of the same streets; 300 feet north front on Madison street, at the southeast corner of Spaulding avenue. All the above tracts are held at from \$75 to \$100 per foot. Mr. B. also owns twenty lots in Kimball's subdivision.

Over fifty acres, with west and north front on Central Park, on its eastern side, constitutes the Central Park addition. The east half of this twenty-five acres, was bought, in 1868, by Shortall, Busby *et al.*, at about \$1,000 per acre. Wm. D. Webster bought the west half about the same time, at \$1,500 per acre, and sold it the next year at \$3,000 per acre, to a Mr. Douglas. Lots in this addition sell at from \$60 to \$70 per foot.

Next south of this is the Bradley & Honoré subdivision, eighty acres. Mr. Blanchard owns thirty lots in this, worth \$750 each. This subdivision is the west half of the northeast quarter of section 14, 39, 13.

Nineteen acres east of the eastern edge of the park is known as Peck's subdivision. It was purchased by Andrew Schall, three years ago, at \$3,500 per acre. He has sold it out at an average price of \$9,000 per acre.

The Central Park second addition was purchased, in 1869, by Smith & Bullock, at \$3,000 per acre. It has been subdivided and sold at an average price of \$9,000 per acre.

The ten acres next west of this was offered by Mr. Austin, the owner, in 1869, at \$1,000 per acre. It was recently sold for the owner, Mr. Jackson, by W. D. Kerfoot, at \$4,500 per acre. Jackson paid, in 1872, \$4,000 per acre.

The Peck property, being the southeast quarter of section 13, was offered, in 1869, at \$1,000 per acre. It is now worth \$4,000 per acre on an average.

The Stevens tract, with a south front on Harrison street, forty acres in all, was purchased by F. A. Stevens, in 1868, at a price of \$1,000 per acre. It is now worth \$6,000 per acre.

Next east of the park, and between Kinzie and Lake streets, is a tract of five acres owned by Dr. Dyche. He bought it in 1869 at \$2,500 per acre. He asks now \$100 per foot for it.

John B. Drake owns ten acres next east of this, which he purchased in 1867 at \$400 per acre. It is now worth \$6,000 per acre.

The twenty acres next east, together with the next twenty acres south of it, was sold out at trustee's sale in 1867, and bought in at \$350 per acre. Within a year it sold at \$1,000 per acre. In 1870, two years after, it was sold again by Loomis, Potwin & Smith, for \$3,000 per acre. The Park Commissioners took the south twenty-two acres of this forty, in 1869, and paid \$3,000 per acre for it. The west half of the north half of the north twenty acres was bought by Mr. Bushnell, of a Californian, for \$4,000 per acre. The east half is owned by a gentleman residing in Alabama. The property is now worth \$6,500 per acre, having increased to that value from \$350, in six years.

The next tract east is ten acres owned by W. D. and C. A. Kerfoot. It changed hands several times before they purchased, which was in 1866. Was once traded for oil lands, when the excitement was at its height. In 1866, the Messrs. Kerfoot paid \$250 per acre. Now, in 1873, it is worth \$7,000 per acre, or twenty-eight times its value seven years before, equaling an annual advance of 400 per cent.

The ten acres lying next east of the Kerfoot tract is owned by John Tyrell, who bought it of R. K. Winslow, in 1872, at \$4,500 per acre. Mr. Tyrell subdivided it, and is selling lots now at figures which are at the rate of \$10,000 per acre.

Around Humboldt Park.—Thompson's subdivision of forty acres lying north of the lands of the first series of the Humboldt Residence Association, and bounded north by North avenue, was subdivided by H. M. Thompson and sold at auction, shortly before the location of the parks, realizing from \$100 to \$150 per lot. Mr. Thompson was delighted with what he considered a very good price. The lots are now worth from \$800 to \$1,400 each, according as they lie.

At the northeast corner of the park, block 7, ten acres, in Borden's subdivision, was purchased in February, 1870, by Isaac Crosby, for \$14,000. In June, 1872, he sold it to E. D. Hosmer for \$35,000. It is now worth \$45,000.

Eighty acres lying next west of the park, with 132 feet east front upon it, was purchased by A. and L. S. Pierce, in February, 1869, of Isaac Cook, for \$20,000. Within six months afterwards the Messrs. Pierce were offered \$2,000 per acre. A party came in and offered \$1,800, which was immediately refused. He immediately increased his offer to \$2,000 per acre, with a like result. Two weeks before they purchased, the tract was offered at \$400 per acre. Its average value now is \$5,000 per acre, some choice blocks being held at \$6,000. Lots in this tract are now selling at from \$20 to \$60 per foot. The north half of this eighty acres was sold by Mr. Waller to Weage, Eberhardt and others, at a heavy advance over what was paid by the parties of whom they purchased.

The forty acres lying west of the boulevard, and opposite Hansbrough's subdivision, has been owned for thirty years by Asahel Pierce. He gave \$320 for the whole. It has never been on the market. In 1868 he was offered \$24,000, all in cash, but declined selling. It is now worth \$200,000, or \$5,000 per acre. This forty has a frontage both south on the park and east on the boulevard.

The southeast quarter of section 35, lying north of this forty-acre tract, and also with east frontage on the boulevard, is owned by the original patentee, Edward Simons. While in his hands this property has risen to a value of \$3,000 per acre, or \$480,000. Thirty days after the Messrs. Pierce purchased their eighty acre tract, the forty acres lying south was bought at \$1,000 per acre, just one hundred per cent. greater than the price paid for the Pierce property. William Waller was the purchaser.

Clifford's addition, lying in the angle, with north and west fronts on the park, and containing sixty-one acres, was entered in 1852 by F. C. Clarke, who owned it until his death. Obadiah Jackson purchased it of the heirs in 1869, paying about \$1,000. He sold most of it, in 1872, to Mr. Waters, at \$3,000 per acre. Mr. Waters has sold it out to different parties, at a large advance. It is now worth \$5,000 per acre.

Eighty acres, east half of the northeast quarter of section 35, 40, 13, was purchased for other parties by Henry L. Hill, in 1866, at \$400 per acre. In 1868, he

sold a portion of it to Wm. A. Bill, at \$1,000 per acre. He joined with the other owners in subdividing the tract, and the lots are nearly all disposed of at from \$350 to \$400 per lot, giving an average value of \$3,500 per acre.

Blanchard's subdivision, seventeen and one-half acres, with frontage on Fullerton avenue, the boulevard, and Milwaukee avenue, was transferred, in 1869, by Samuel Hice to R. P. Blanchard and L. S. Thomas, at \$1,000 per acre. They immediately subdivided it, and commenced selling in lots at \$125 each, in 1869. The values steadily increased until they have now reached \$625 each.

One hundred acres lying south of this, being composed of the northwest quarter of the southeast quarter of section 1, 39, 13, and blocks 1, 2, 3, 4 and 7 of Clifford's addition, is owned in undivided interests as follows: Ira Holmes, 25 acres; Hutchinson & Colt, 15 acres; and the Cook County Land Company, 60 acres. Mr. Holmes purchased one year ago of C. A. Gregory, for \$3,000 per acre. Mr. Gregory purchased the entire tract, four years ago, at less than \$2,000 per acre. It is now worth \$6,000 per acre.

One hundred acres lying east of the above belongs to the Sufferns estate. Mr. Sufferns entered it thirty years ago. It has never been sold. Seven hundred and fifty thousand dollars was offered for it recently. It is held at \$1,000,000.

Between Armitage avenue and Palmer place, Messrs. Mason & Mills own the entire west frontage and a portion of the east frontage. To show the enhancement in values during the last three years we will take, as a criterion, the 10-acre strip, east front, at the point south of Palmer place, fronting the boulevard. In 1870, it was purchased at the rate of \$1,000 per acre; in 1871, was transferred for \$2,600 per acre; and some of it has since been retailed, in small parcels, at the rate of \$3,500 to \$4,000 per acre. It is now held at about \$40 per foot.

Beebe's subdivision consists of about 80 acres of eligible and very valuable land, lying half a mile west of Humboldt Park and four miles from the depot at Madison street bridge. The ground is high and well drained, and lies upon both sides of the Chicago, Milwaukee and St. Paul Railroad track. A continuous paved drive reaches the tract from the center of the city, *via* Grand avenue and Lake street. Every lot is supplied with pure artesian well water, free to the consumer. The commutation fare to the station is about equal to street car rates. The tract is bounded east by Central Park avenue, west by Hamlin avenue, north by North avenue, and south by Division street. The plan of subdivision is an excellent one, and the whole tract is desirable for residence purposes. The tract is owned by an association, of which G. D. Beebe is secretary. They purchased about two years ago. The lots are held at from \$20 to \$25 per foot. Parties desiring to build will receive assistance and favorable terms.

CITY PLEASURE GROUNDS.

Lincoln Park and its Vicissitudes — Union Park — A Woman's Notion — Jefferson Park — Lake Park — Minor Public Pleasure Grounds.

There are entirely within the city limits, surrounded by residences (except in the case of Lake Park, which is mostly surrounded by business edifices), the following public parks :

Union Park,		23	acres.
Jefferson Park,		5 $\frac{3}{5}$	"
Vernon Park,		3	"
Ellis Park,		2	"
Lake Park,		40	"
Wicker Park,		5	"
Washington Square,		2 $\frac{1}{2}$	"

The total area of these seven minor parks is 81 acres, which, added to the joint area of the South and West Parks, makes up a grand total of 2,353 acres of parks, in and about Chicago. At present this arrangement affords an acre of park room for every 180 inhabitants ; so that when another quarter of a century shall have quadrupled our population, and reduced the park area to an acre for every 720 persons, no man will claim, if any now does, that the present allowance is over-liberal.

Lincoln Park.— This is to the North Division of the city what the South and West Park systems are to those divisions respectively. Its somewhat less area is offset by its greater proximity ; and as yet it is of more *public* benefit by far than either of the other large parks, having been some years under process of improvement, and being located near a densely populated section of the city,

Lincoln Park lies to the east of Clark street, taking in all the territory between that chief thoroughfare of the north division and Lake Michigan, from North avenue on the south to Diversey street on the north. These, at least, are the boundaries determined upon by the Commissioners, which give the park a total area of about 310 acres.

History.—It originally contained about sixty acres, and was set off for a public park from the lands of the Chicago Cemetery, by an ordinance of the city passed October 21st, 1864. At that time it bore the name of Lake Park, which was afterwards unofficially changed to Lincoln Park, and the grounds are known now by that name only. On the 10th day of February, 1837, the State Legislature authorized the city to purchase, of the Trustees of the Illinois and Michigan Canal Company,

the east half of the southeast quarter of section 33, 40, 14, and to use the same as a cemetery. The purchase was made December 22nd, 1842, and a patent conveying it given to the City of Chicago by the Governor of the State. The north part of the tract was used for burial purposes until the year 1860, at which time the Common Council passed an ordinance prohibiting its further use for that purpose. After the passage of this law, efforts were begun and continued, at intervals, to have it dedicated to the people for a park. After four years, this effort triumphed and a law was passed to that effect. In June, 1865, \$10,000 was appropriated to commence the improvements, and in the following September a plan drawn by S. Nelson, landscape gardener, was submitted and approved. The work has been slowly continued, by annual appropriations, under charge of Nelson & Benson.

An act of the Legislature passed February 8th, 1869, explained the boundaries and provided for its improvement, and appointed Messrs. E. B. McCagg, Andrew Nelson, John B. Turner, Joseph Stockton, and Jacob Rehm, the first Board of Commissioners. In 1871 the appointing of the Commissioners was made a prerogative of the Chief Executive of the State, and in November of that year the Governor appointed the following: Belden F. Culver, President; S. M. Nickerson, Treasurer; E. D. Taylor, Secretary and Superintendent; W. H. Bradley and Francis W. Kales. In the great conflagration the assessment rolls were burnt up, and owing to their destruction and other causes, the Commissioners have not yet acquired all the land intended to be included in the Park, and the final plans still hang upon their adoption. But the plan of Mr. Nelson, with some modifications, will probably be agreed upon. Enough has been done to create a great desire, on the part of all public spirited citizens, to see the good work pushed forward, which will be done as rapidly as possible.

The following amounts have already been expended :

In 1865.....	\$ 4,546.05
" 1866.....	14,883.66
" 1867.....	19,759.23
" 1868.....	17,849.31
" 1869.....	31,830.72
" 1870.....	38,971.61
" 1871.....	17,254.33
" 1872.....	86,880.71

Total January 1, 1873,.....\$231,975.62

The statement of the Park Commissioners, on the 1st of April, 1873, showed a balance of funds on hand and in the bank of \$9,227.12.

In addition to the above, the Board have expended \$180,000 on the beautiful Lake Shore Drive, which winds along the lake shore on the east border of, and far beyond, the park, and in the purchase of lands for this drive lying beyond the park limits. This drive is really the most attractive feature of the park, and a Chicago institution *sui generis*, the Ocean Boulevard of Brooklyn being the nearest approximation to it. This drive, which already stretches two miles or more along the lake beach, is to be at once extended southward nearly to the mouth of the river, and soon northward to Evanston—a stretch of twelve miles of broad, hard,

pebbly driveway, washed by the waves, and commanding a splendid view of the (to the vision) boundless blue expanse of Lake Michigan. This drive is, as might be expected, largely resorted to, especially on Saturdays, when music by a band of thirty pieces, under distinguished leadership, contributes its pleasurable and refining influence, and on Sundays, when boats and music on the water add to the *eclat* of the scene.

Amongst the mountain of litigation which the friends and officers of the Park enterprise have had to surmount, that at which they are toiling at the present writing, is the contest of the special assessment of \$1,200,000 for the purchase of the additional grounds referred to above. The case was decided against the contestants on every point by the Circuit Court, from which it was appealed to the Supreme Court of the State, where the judgment of the lower court has just been reversed, on several grounds. The chief of these are (1) that the assessors of Lake View and North Chicago, acting jointly, were not a proper authority for levying taxes; and (2) that the apportionment of benefits and consequent taxes was arbitrary and not uniform.

Union Park.—The history of Union Park is thus told in the "Real Estate and Building Journal," of April 19, 1873: In 1853, Reuben Taylor took the initiatory step toward establishing the park, and this is how it was: Standing at the door of his old homestead, which stood a little north of what is now Park avenue, he observed, one day, a surveying party dividing the site of Union Park into lots 20 x 100 feet, with 10 feet alleys, for the then proprietors, Messrs. Hayes and Johnson. He went over to Billy Carpenter's grocery near by, and complained about cutting the land up so. Mrs. Carpenter, who was leaning over the counter, overheard the conversation, and remarked, "If I was a man I would have a park there." Uncle Reuben and Uncle Billy took kindly to the idea, and the former posted down to Hayes & Johnson's office to see what could be done. He found that they would sell it to the city for a park at a reduced figure. He went home, drew up a petition, secured a number of signers, and sent it to the Common Council, and he and Mr. Carpenter went down to lobby it through. Opposition came from the Randolph street aldermen and others, and the fight waxed hot. Finally, after six months of discussion, the Randolph street men agreed to support the measure if they would extend the boundaries named in the petition so as to take in the "forks of the road," which meant the point where Lake and Washington "forked" on Randolph. This was done, and an ordinance passed only to be vetoed by Mayor Grey. But the measure had got so much headway that the Council passed it over the veto, and the city purchased of Hayes, Johnson and others, for \$60,000, eighteen acres. The park is laid out with walks and drives in all manner of pretty shapes; the center is occupied by a pond in the shape of three partly formed circles, which at the two narrow parts is spanned with handsome iron bridges, and at the north end a rustic bridge and grotto underneath leads out from the shore to a diminutive island. Swan, ducks, and other water fowl, float gracefully over its surface. A little north of the center are the cages of the animals, of which there is a fair collection, and several eagles, owls, and other wild birds, live happily in a cage near by. The beautiful grass plats are studded with trees, fountains, rustic seats and arbors, and, towards the south side, is the grand observatory in rustic material, affording, at its apex, a

beautiful view of the park and a large portion of the city. It is a favorite haunt of promenaders and driving parties.

Jefferson Park.—On this beautiful tract of 53-5 acres, bounded on the north and south by Monroe and Adams streets, and on the east and west by Throop and Loomis streets, the city has, since its purchase of Judge Thomas in 1848, for \$1,200, expended about \$40,000 in improvements. Although less pretentious than some of the larger parks, it is a perfect little gem, made so by the work of accomplished artizans. Ponds and fountains, rustic bowers and bridges, stone cascades, pretty elevations and depressions, and the evergreens and shrubbery, all combine to make it one of the coziest and most delightful resorts in the city. Its beauty is heightened by the excellent class of mansions and cultivated grounds which surround it on every side, and of these the presence of the park has in turn greatly heightened the value.

PART VI.

SUBURBS OF CHICAGO.

LAKE VIEW.

This is a large township, extending north from the city limits, a distance of over $5\frac{1}{2}$ miles, and from the lake shore west from two to three miles. The south boundary is but two and a half miles from Clark street bridge. Its natural features are among the best in the vicinity of Chicago. The wooded section, in the southern edge of which Lincoln park is situated, extends along the lake shore, far to the north, and many miles beyond the northern limits of Lake View. This gives the place the very desirable advantage of grove lots throughout its length and breadth and affords many very pretty residence sites which have been largely taken advantage of by citizens of Chicago whose means enabled them to enclose large lots and build handsome homes upon them. The place is thickly settled as a consequence of these advantages, and its nearness to business centers in Chicago. The area of the township is about ten square miles. The lands in Lake View attracted early attention. The settlement dates back over a period of twenty years, and many of the lots having, during this long stretch of years, been subjected to constant improvement, the place bears something of the appearance of the older suburbs about the cities in the East. Viewed from the observatory of the new United States Marine Hospital, the whole village resembles a beautiful park. The government of the township (incorporated in 1865) is in the hands of a Board of Trustees, who have control of thoroughfares, bridges, public improvements, buildings, the police force, and generally of all matters usually subjected to municipal rule. The routes of approach to Lake View from the city are as follows: One line of horse-cars leave Clark street bridge every twelve minutes, running north on North Clark street to Diversey street one-half mile within the limits of the place and connecting there with a dummy for Graceland, which runs once an hour. This trip occupies fifty minutes. A second line of horse-cars leave Clark street bridge at like intervals, and run on Clark street to Lincoln avenue — opposite the principal entrance to Lincoln Park — and then on Lincoln avenue in a northwest direction, and reaching the southern limit of Lake View at Fullerton avenue, one mile west from the lake shore. The Milwaukee branch of the Chicago and Northwestern railroad runs through the suburb north and south with a daily service of twelve trains each way. In addition to the second track now being laid on this road, there are now under consideration two other projects looking to the development of the Lake View district by new railroads, one to run out of Chicago on Sheffield avenue, through Lake View to Evanston, on a route east of the Milwaukee track; the other, a branch through Bowmanville to Evanston, to be constructed by the Northwestern railroad company.

The greatest degree of activity in improvements, such as sidewalks, traveling facilities, etc., at Lake View, commenced but recently, the people feeling assured that the fine location and natural attractions of the place would of themselves in-

sure a prosperous future. But the intense action which has constantly characterized the development of localities which must rely almost solely upon what man can do to make them attractive, awakened them to the necessity of throwing off their partial inertia and contend for all the auxiliary advantages which could be secured. Their natural growth made tree planting unnecessary, and the high and sloping nature of the ground, with its subsoil of gravel or sand, provided so much natural drainage that this adjunctive advantage could not assume the degree of im-



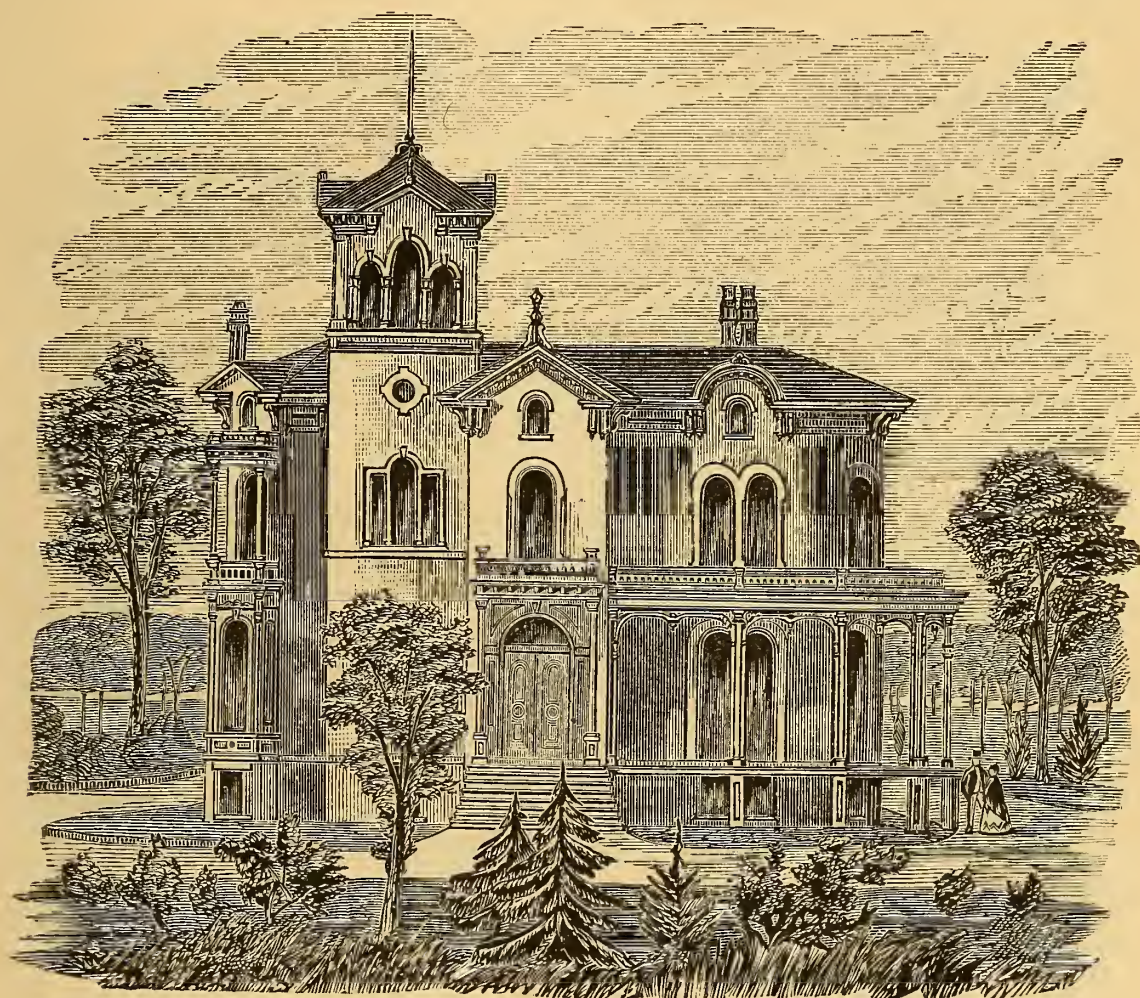
RESIDENCE OF DANIEL GOODWIN.

portance attaching to it in many other suburbs. Recently, a general system of improvement has been inaugurated. A number of double ring brick sewers are ordered. One on Sunnyside (Ravenswood) avenue, from Ashland avenue to the north branch of Chicago river, and others on Sulzer, Nellie and Surf streets, each running to the lake. Road beds of cinder and gravel are ordered on a number of other thoroughfares.

Ashland avenue has been opened to a width of eighty feet, and extending through Ravenswood southward to Belmont avenue, the point of its intersection with Lincoln avenue. This will be improved into a boulevard, giving a short diagonal carriage route from the western part of the township to the center of Lincoln Park. The Ashland avenue improvement will doubtless be continued southward until it meets the splendid improvement of that thoroughfare made within the city

limits by S. J. Walker, Esq. When this is completed, Ashland avenue will be one of the handsomest drives within and about the city.

Graceland avenue, the eastern terminus of Irving Park boulevard, and which constitutes the carriage route from Irving Park to the lake shore drive, has been opened to a width of 100 feet to Southfort avenue. At the river this street is provided with a new iron bridge. This thoroughfare, terminating at Lincoln Park, and



RESIDENCE OF FRANK W. PALMER.

the lake shore drive, constitute an excellent system adapted to the natural contour of the country, and were made in the interest of the whole public; not for the special enriching of speculative proprietors.

The lake shore drive is one of the finest improvements in or about Chicago, and when completed will afford a carriage way 200 feet wide, extending from Indiana street to Evanston—twelve miles. The whole surface will be graveled and curbed as hard and level as a floor. It is already completed as far north as the Marine Hospital in Lake View. The superior advantages of this magnificent drive, the pleasant scenery along its borders, its elevation overlooking the lake, and its course near some of the most interesting improvements in the city and country; all these and other attractions will induce those who wish and can afford handsome home sites to settle along its borders. Already quite a number of our wealthier

class have tracts on which they will build superb houses, and it will be but few years before nearly all of the available ground will have been improved in this manner. Land along this drive has doubled in value in a short time. It will increase four fold in the neighborhood of the city within a few years more.

Graceland Cemetery, a small but beautiful tract of land, is located in Lake View. It was originally intended by the Graceland company to embrace a considerable territory, but owing to the rapid advance of the city in that direction, and



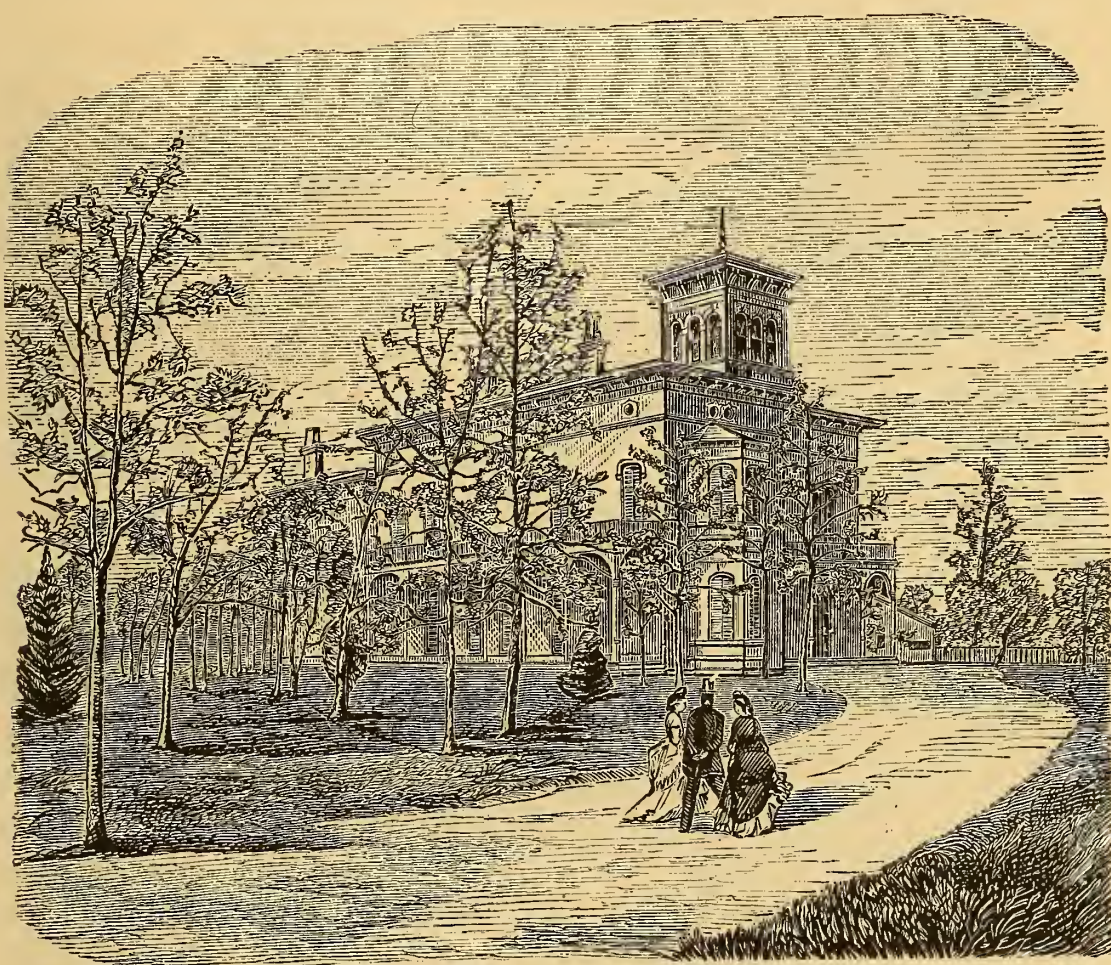
RESIDENCE OF W. C. GOUDY.

the opposition by the people to its extension, it has been abandoned and the lands not already embraced within the enclosure are on the market. Ere long, interments there must cease and the field of Chicago's dead be fixed at a greater distance from the city. But the character of the lot owners, and the liberal fund provided for its perpetual decoration and care of the grounds render it certain that the cemetery will be continually increasing in beauty until it rivals Greenwood, Spring Grove, Laurel Hill, and Mount Auburn, in the center of the very best residence property in those cities.

On the corner of Graceland and Ashland avenues, upon a lot donated by the Graceland Cemetery Company, an excellent brick building, 40x70 feet, is now being erected for the town High School. It will cost \$15,000. It will be finished by the 1st of January, 1874.

Lake View Town-hall, a substantial and well designed brick building, containing, upon the first floor, some five or six rooms and offices, and overhead a large and beautiful assembly room, stands on the corner of Halsted and Addison streets, was built in 1872, at a cost of \$17,000. It is used not only for municipal purposes but also for concerts, lectures and religious services. At Ravenswood, also, an annual course of lectures is given.

Upon the lake shore, just north of Graceland avenue, stands the United States



RESIDENCE OF J. B. WALLER, ESQ.

Marine Hospital, a magnificent stone building, 360 feet long and four stories high. It has just been completed at a cost of \$500,000. Its location in the center of a lot of ten acres, upon a ridge fronting the lake, and being in full and near view of all the passing shipping of the harbor, is one, which for healthfulness, beauty and appropriateness, cannot be surpassed anywhere.

The improvement and decoration of the hospital grounds already commenced will not be completed until next season. Government buildings and grounds, everywhere kept with extreme neatness and taste, are always desirable neighbors. The United States Marine Hospitals, and Soldiers' and Sailors' Homes, at Washington, Pensacola, and other places, are the centers of park neighborhoods; and so, we confidently predict that the lake shore property in this vicinity will, within five years, present an exceptionally fine line of villa residences.

Property along the lake shore within a mile of the park is worth \$100 per foot. North of this it ranges from \$75 to \$45 per foot, according to its distance from the city. The principal owners are Messrs. B. F. Culver, W. K. Nixon, Maj. Goodwin, S. B. Chase, J. H. Rees, Thompson, J. V. LeMoyne, Hubbard, Boyden, Lill, Walker, H. G. Spafford, F. Tyler, and others. A majority of these owners are



RESIDENCE OF J. A. HUCK.

holding surplus land for certain increase. Major Daniel Goodwin owns near the Marine Hospital a beautiful home, illustrated on page 344, and six acres of tastefully ornamented grounds surrounding it. He purchased the grounds in 1871 for \$30,000.

This beautiful Gothic house was erected at a cost of \$40,000, and is a model for that class of residence architecture. The neat porches on the west and south sides are in fine proportion with the shapely gables of the roof. It is a commodious structure, with excellent interior arrangements, which need no description in detail. The beauty of the grounds is hardly surpassed in any of our suburban localities, and the Major is still improving them. The investment in the property is worth \$50,000.

Mr. S. H. Kerfoot, for many years prominently identified with the real estate business, owns about seventy acres, also near the Marine Hospital. He purchased the tract in 1853, paying \$100 per acre. He began making improvements at that time, and has continued them ever since, until now the land is worth, on the lake shore, from \$100 to \$150 per foot, and elsewhere its value ranges from \$40 to \$70 per foot. He has improved so many of his blocks by planting extra trees in regular order, opening up and grading and graveling walks and drives, and in various other ways beautifying them, that it is hard to tell which he calls his home. At present he



RESIDENCE OF S. B. CHASE.

occupies a very tastefully arranged cottage on a block of nine acres, highly ornamented, but his plans for his permanent dwelling on his large and exquisite grounds, extending to the lake shore, promise a homestead and surroundings unequalled in the vicinity of Chicago. Some of the single blocks in Mr. Kerfoot's interest are worth \$125,000.

Mr. B. F. Culver has done at least as much as any other party for the development of the town. He first purchased a tract of ten acres in 1866, paying \$600 for it, and ten acres in the following year, paying \$1,500 per acre. These two pieces of property lie between Wellington street, Barry avenue, the Evanston dummy road, and Lake View avenue, and sell now at \$125 per front foot. In 1868, he bought property in Baker's subdivision at \$20 per foot, which has increased to \$100 per foot. The property known as "Culver's Lake Front Addition" was bought in 1870 at \$6,000 per acre. It now sells at \$100 per foot. Mr. Culver

built the beautiful Italian villa represented on page 345, and sold it to Hon. Frank W. Palmer. Mr. Culver has spent much of his time and expended large sums of money for the benefit of the locality, and deserves the prominent mention given above.)

This is located on Barry avenue, and was erected at an expense of \$24,000. It is full two stories, and attic story in height, of a very handsome design, both outside and in. The main entrance on the south side of the dwelling is massive, and ornamented with a handsome tower, at the west side of it, which extends above the roof,



RESIDENCE OF HORATIO G. SPAFFORD, ESQ.

and culminates in a large and tastefully finished observatory. The bay features seen at the west end are among the most attractive arrangements about this building, and afford a view to the north, south, and west, of the elaborately adorned and extensive grounds about. The interior of the house is elegantly finished in hard woods, and arranged with symmetry and taste.

The residence of Mr. Goudy is in Wrightwood, fronting on Green Bay road (an extension of Clark street), just north of Fullerton avenue, the limit of the city. The house was erected in 1865, at an expense of more than \$20,000, and the ground, with the present improvement, is now worth \$50,000. It stands on a beautiful ridge, so that the basement story is above the surface of the ground in the rear, and

the main entrance is only two or three steps above it in front. The style of architecture is exhibited by the engraving. The grounds are ornamented with shrubbery, flowers and fountains, and covered with native trees. The front proper is upon Green Bay road, but opposite is a front, with a large veranda, overlooking Lincoln Park and Lake Michigan, furnishing an unobstructed and magnificent view from every window. There is no place combining better the advantages of city and country than this spot. (See page 346.)

Mr. J. B. Waller owns 53 acres of improved property, worth \$80,000, and upon a portion of it has built his own homestead, the handsome residence represented. The house is a very large one, of a very substantial build, and looks like the fine old mansions to be seen in long-settled districts of the East. The reader can judge of the liberal outlay needed to build such a house and adorn the grounds about it, by a glance at the picture. The cupola commands a view of Lake Michigan and a large radius of country around. The material of the house is brick. The interior is elaborately finished in hardwood, and its fine apartments are spacious, pleasant and comfortable. The cost of the structure was about \$75,000. (See page 347.)

The spacious grounds surrounding Mr. Huck's house compare favorably with the best planned of those before mentioned in this article. They front 500 feet on Fullerton avenue, and extend south on Clark street 600 feet. Although the outside of the house is of plain and simple architecture, there are few dwellings more comfortably arranged inside. The first floor is devoted to parlors, dining room, family sleeping apartments, and kitchen. The second floor contains a large chamber, parlor, and several sleeping rooms, with all modern appliances and improvements. The site is valued at \$225,000. Mr. Huck owns, also, a fine tract of twenty acres adjoining Ravenswood, in Lake View, and has sown it to grass—a preparation for subdivision and sale in lots and blocks next spring. (See page 348.)

The dwelling of Mr. S. B. Chase, of Chase Brothers, the abstract men, is the modest but attractive villa shown on page 349. It stands in a 10-acre lot on the north side of Belden avenue, between the dummy road and the lake. The value of the house and improvements is about \$18,000; and the ground for which Mr. Chase paid only \$70 per acre, less than twenty years ago. Indeed, some land west of his present homestead, of which Mr. Chase disposed at the rate of \$12,000 per acre, was bought by him in 1852 as low as \$50 per acre. Aggravating reminiscence!

Mr. Spafford's cottage home is located on a triangular lot containing five acres, in one of the most attractive spots in Lake View. The lot is bounded by Evanston road on the west; Halsted street, east; and Graceland avenue on the south. Just across Halsted street is the site of the U. S. Marine Hospital, and on the south are the grounds owned by S. H. Kerfoot, both of which are noticed elsewhere. So that on the south and east an extensive and beautiful lawn prospect stretches, instead of a view blocked by rows of buildings. Mr. Spafford has improved his home site in a very artistic manner, and at a large outlay. His homestead is worth \$75,000.

HYDE PARK.

The village of Hyde Park constitutes one of the oldest and best known, as it is one of the most easily accessible, suburbs of Chicago. It combines to a degree only rivaled by Evanston the delights of *rus in urbe*; its northern boundary line is the southern limit of the city. It is owned by enterprising men, and is provided with those religious, social and commercial advantages which, added to excellent topographical situation, comprise the best recommendation of a suburb. A first-class hotel, beautiful residences, fine drives, delightful lake privileges, and first-class society have given Hyde Park a reputation of an enviable character. One of the oldest suburbs of the city, it has kept pace in the march of improvements with its younger rivals, and shows, each succeeding year, an appreciation in the value of its territory, an increase in the number of its residents, and is in the extent of its useful public improvements probably the superior of any other suburb. Hyde Park, in this article, will be considered entirely distinct from the adjacent suburbs of Parkside, Cornell, Kensington, Burnside and South Chicago. It will be taken to embrace the district only which is incorporated under the name of the village of Hyde Park, and which lies between the lake and State street, and the city limits and Sixty-seventh street.

In no respect is the intelligent enterprise of the Hyde Parkers shown more fully than in the recent action of the village authorities in providing a regular system of waterworks for the village. A crib out in the lake, and tunnel communication with the waterworks, will furnish before many months a most admirable supply of *aqua pura* to the inhabitants of the village. Gas is also manufactured within the corporate limits; there is a thorough system of drainage; and that other necessity of a prosperous town, a regular police force, patrols the streets. The force numbers 14 men, and although their position is a comparative sinecure, they exercise a beneficial effect upon the behavior of parties occasionally driving from the city to the suburb.

The hotel already referred to has a capacity for 200 guests. It is located near the beach of Lake Michigan, and from it a fine view is had of the whole lake front. A large female seminary was also established at the same time with the hotel, viz., in 1859, by C. B. Waite, Esq.

Hyde Park has a village charter, under which it possesses all the powers of self government known to any city, enabling it to carry on its own local improvements. The city officers are Hon. C. M. Cady, of Kenwood, Mayor, or Chairman of the Board of Trustees, with Messrs. E. G. Clark, M. Doyle, A. D. Waldron, L. G. Fisher, Lester Brodner, Jr., H. Vandarbilt, W. E. Hale, and D. N. Barney, as the other members of the Board.

The town corporation extends from the city limits of Chicago, Thirty-ninth street, twelve miles south. It is bounded on the west by State street, and on the east by Lake Michigan and the Indiana state line. A thorough system of drainage has reclaimed hundreds of acres within these boundaries, at one time thought to be below the level of the lake.

The town is amply provided with means of communication with the city. The boulevards supply a beautiful drive, and the railroad accommodations furnished by the Illinois Central company are first-class. So long ago as 1855, the railroad company entered into a contract for the running of the Hyde Park accommodation trains, and at present there are a dozen trains daily, at a fare of ten cents the trip.

The village contains about 3,000 people. It has excellent church and school accommodations, improved streets and sidewalks.

The first preliminary survey of Hyde Park was made by Mr. Paul Cornell, in the fall of 1855. A tract of land embracing some 300 acres was platted the following spring. Mr. Cornell subsequently sold a portion of the plat to the Illinois Central railroad company, and a contract was made for the running of the Hyde Park passenger train, which was put on the same season.

The pavement, however, was made slowly, and but little had been accomplished when the breaking out of the war diverted the attention of the people from peaceful pursuits. In the conflict which ensued, the enterprising projectors of Hyde Park suffered in common with all others. The people had no surplus funds to invest in suburban property; the excitement of the rapidly-following events chained them to the city; and the future of Hyde Park looked exceedingly gloomy. But the cloud lifted as the season of strife passed away, and in 1867 the great system of public parks, which was destined to aid so materially the development of Hyde Park, was conceived.

As a result of the most strenuous and persistent efforts of a few enterprising gentlemen, the Legislature of the State of Illinois passed an act authorizing the organization of a Board of South Park Commissioners, whose duty it should be to locate, lay out, and improve the great South Park. The provisions of the bill were speedily taken advantage of, as already related in our first chapter on "Parks of Chicago." Already the work accomplished toward the completion of these parks is great, and gives assurance that the further improvements to be made will render the magnificent South Park of Chicago the successful rival of Central Park of New York.

The fact that all these fine improvements lie within the limits of Hyde Park, will explain the rise in values, within seven or eight years, in that suburb; of lands from \$100 per acre to \$15,000 per acre, at which some of its choice locations are now quoted.

For lots, the demand during the past season has been good, and many sales have been made. The general range of prices has been from \$50 to \$75 per foot frontage; but in districts as yet unfurnished with gas, water, and other improvements, a lower figure has been taken.

Hyde Park offers sterling advantages in the shape of religious, social, and educational institutions. At each of the stations on the Illinois Central railroad, located within the boundaries of the town of Hyde Park, and known as Forty-third street, Kenwood, Hyde Park, South Park, and Woodlawn, there is found excellent society and admirable school facilities. At Kenwood is a good brick school house, and a school for young ladies; at Hyde Park, a kindergarten, admirably kept by Miss Knox. Among other churches, the following are to be noted: a Congregational church on Forty-seventh street; an Episcopalian church on Hyde Park

avenue, near Fiftieth street ; a Presbyterian church on Oak street, in Hyde Park, costing \$50,000 ; and a Catholic church on Fifty-fifth street.

The residents of Hyde Park are taken from the best classes of our citizens. The many elegant residences, costing from \$20,000 to \$50,000, attest the fact that wealth has found an agreeable abode in the village, while the large number of pretty, modest residences, scattered throughout the whole village, bears equally strong evidence of the yet more important fact that the society of this charming suburb is not exclusive, and that all respectable citizens can find a welcome and pleasant society within its borders.

Among the residents are Messrs. Hamilton B. Bogue, Geo. M. Bogue, member of the Board of County Commissioners, Hon. Leonard Swett, E. W. Russell, John Middleton, W. E. Hale, C. H. Phillips, D. A. Hills, L. A. Smith, Wm. Lears, Paul Cornell, H. N. Hibbard, A. B. Dodson, H. A. Hopkiss, Jas. Morgan, P. L. Morgan, N. C. Parkins, W. P. Gray, J. C. Ayer, Capt. T. G. Butlin, Lyman Baird, G. S. Ingraham, County Attorney, J. P. Root, J. B. Smith, H. F. Chase, R. S. Thompson, J. Irving Pierce, S. Benjamin, J. H. Gray, C. M. Smith, of Bradner, Smith & Co., and Judge B. F. Ayre.

OAKLAND.

This attractive little suburb is situated at the city limits, and serves as a stopping place for both city and suburban residents. The growth of the place has been rapid, and the settlement is quite extensive. The ground is admirably suited to suburban purposes, lying high and being well wooded.

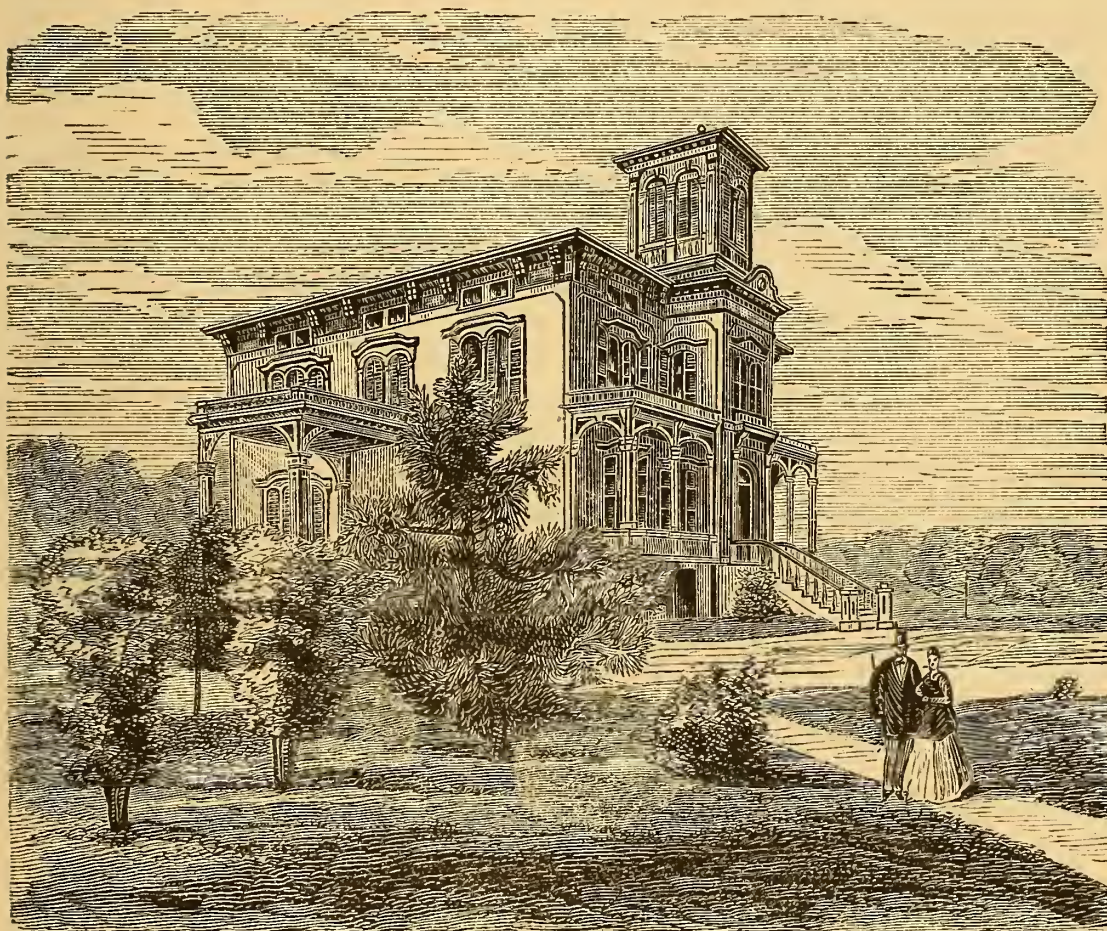
The residences already erected at Oakland stretch away back to Wabash avenue, a distance over one-half mile, and are all of excellent construction. Among the residents in Oakland may be mentioned ex-senator Trumbull and his brother Geo. Trumbull. The ex-senator has an elegant home, ornamented with that studied grace which is characteristic of the cultivated taste. One among the many reasons which the ex-senator gives for feeling pleasure at being relieved from his senatorial duties at Washington is that he is thereby enabled to spend more time at his suburban home, in pleasant Oakland, than formerly.

Among the other residents at Oakland are G. G. Pope, F. P. Van Wick, J. P. Bonfield, L. Huntington, Charles Huntington, S. Faulkner, Charles Cleaver, A. R. Miller, G. H. Miller, M. Hardy, and L. G. Fisher.

Lots sell readily at fair rates, showing steady increase in values since the foundation of the suburb.

KENWOOD.

If it were not invidious to draw a distinction between the many prosperous suburban towns in the town of Hyde Park, it might perhaps be in order to say that the suburb known as Kenwood was decidedly the most aristocratic of them all. But, bowing to the shades of republican simplicity, we will be content with the expression that the residences erected in Kenwood are nearly all first-class ; that many of them are imposing in appearance, and that a few are fully equal to the



N. B. JUDD'S RESIDENCE.

finest structures found in any of the suburbs of this city. Kenwood is the Lake Forest of the south, without the exclusiveness of its northern rival.

Kenwood is located about six miles from the Central depot, and is the next station after passing Oakland. It is well supplied with railroad accommodations, and offers the best of school and church privileges. A fine church structure has been erected by the Episcopalians, and services are held every returning sabbath.

Some of the residence property in this suburb is held at prices ranging from \$100 to \$150 per foot. Lots located farther from the depot can be purchased at \$75 per

front foot. In the neighborhood of the residences of Potter Palmer and H. H. Honoré, on the grand boulevard, just due west of Kenwood, land is held at \$200 per front foot.

Some of the residences in this suburb are admirable. The grounds owned by Mr. W. K. Akerman, treasurer of the Illinois Central railroad, located at this suburb, are very beautifully laid out. They comprise $2\frac{1}{2}$ acres of rolling ground, and are richly improved. The residence of Mr. Akerman is delightfully situated in the center of the grounds, is two stories and basement in elevation, and of a chaste style of architecture. It is fitted throughout in the most modern style. The Hon. G. W. Waite also owns a handsome residence.

The handsome suburban residence of the Hon. N. B. Judd, Collector of the port of Chicago, is situated on Forty-seventh street, in Kenwood. The structure cost \$40,000, and is most elegantly appointed throughout. It stands in a tract of ten acres, laid out in pleasant walks and drives.

Mr. Frasier, of D. B. Fisk & Co., has a fine residence in this suburb.

Among the other residents of Kenwood are to be mentioned the Hon. Charles H. Hitchcock, Hon. Leonard Swett, Hon. C. M. Cady, mayor of the town of Hyde Park, Col. George R. Clark, Mr. Van H. Higgins, C. B. Dupee, and Mr. Rand, of Rand, McNally & Co.

SOUTH PARK.

South Park is eligibly located at the point where the Grand boulevard crosses the railroad track and joins the upper end of the South Park. It is destined to become a favorite residence section. Already many improvements have been made, and several residences have been erected.

WOODLAWN.

About half a mile below South Park is located the pretty suburban village christened Woodlawn. The location is excellent, the land lying high, being well timbered, and in the neighborhood of important improvements.

The property here has witnessed a rapid rise in values. Messrs. Chace & Abell, of this city, purchased a tract of eighty acres at Woodlawn in 1866, at \$160 per acre. Lots 200 feet frontage were sold last year at the rate of \$7,000 per acre. Acre lots brought from \$4,000 to \$5,000. At the present time, lots are held at from \$20 to \$150 per front foot.

Judge Erastus Williams has an elegant residence on the corner of Woodlawn avenue and Fiftieth street.

Among the principal residents at the suburb of Woodlawn are, Jas. Wadsworth, H. M. Wright, Wm. Fitch, A. Harvey, C. M. Lyngreen, and John Fitch.

PARKSIDE.

This suburb includes a subdivision consisting of twenty acres, lying between Seventieth and Seventy-first streets, and Stony Island boulevard and Madison avenue. In the neighborhood of the depot of the Illinois Central railroad, it is already well settled, with a fair class of residents.

Property does not range so high in this suburb as in some of its neighbors, but it is scarcely less available. The place has good school and church facilities.

CORNELL.

Cornell is located at the crossing of the Michigan Southern & Lake Shore, Michigan Central, Illinois Central, and Pittsburgh & Fort Wayne railroads, and is in the center of the town of Hyde Park. It comprises a subdivision in sections 26 and 35, in town 38, north range 14, east of third principal meridian, and the final plat of the suburb was filed on February 16, 1872.

The land, in common with the greater portion of that lying in the town of Hyde Park, is low, but by means of successful drainage, it has been rendered one of the most healthy suburban locations near the city. Its splendid railroad facilities at once marked out Cornell as a splendid manufacturing point, and already the smoke from two or three extensive manufacturing works rises into a cloudless sky. The Crossing is eight and a half miles south of Chicago, and thanks to the extra train service it receives, the resident at this suburb can land in almost any part of the city, by the cars. More than 150 trains, of which 64 are passenger trains, pass through Cornell each day, and all are required by law to stop. The advantages of such excellent train service, both as regards passenger and freight shipments, will be immediately recognized.

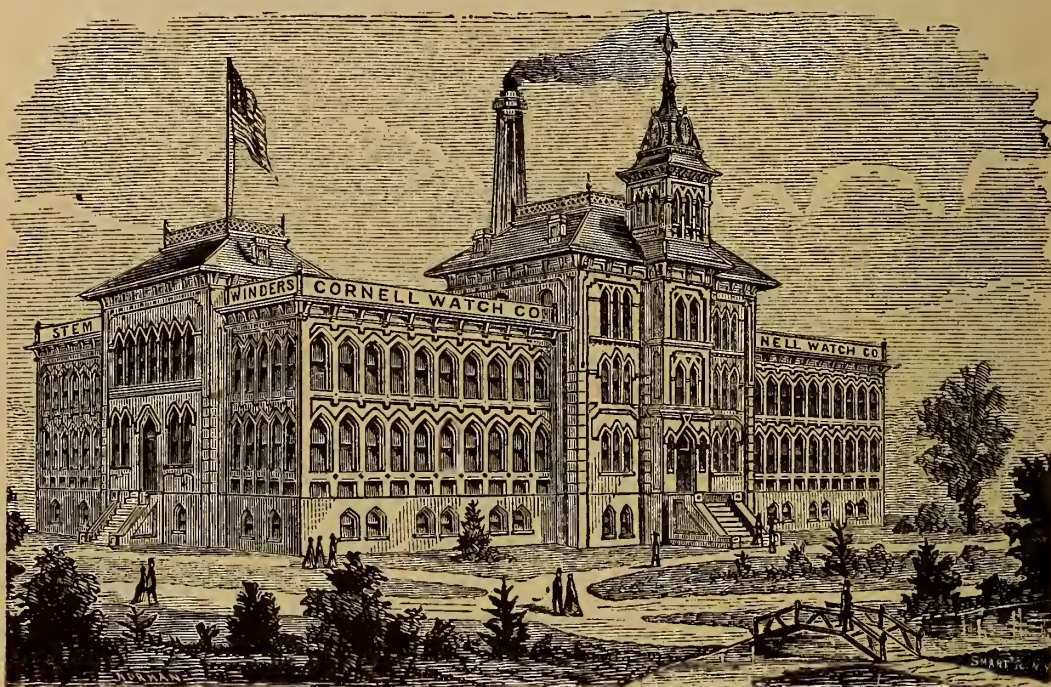
Of the manufacturing establishments already located at Cornell, two are deserving of special notice. The first is the Cornell Watch Company, whose fine manufacturing establishment is the nucleus of a settlement already numbering over seventy-five dwellings. The business transacted by this firm is constantly increasing, and additional hands are being engaged at all times. Another, and scarcely less important manufacturing enterprise, has also been located in the neighborhood. The Hall Manufacturing Company is an organization, the object of which is to supply artisans' tools to the workmen of the Northwest. This branch of manufactures is a very important one, and the Hall Manufacturing Company has a sure field of success before it.

There is a good graded school at Cornell, costing \$15,000, and church services are held every Sunday. The connection which will shortly be made with the water works system of Hyde Park, will ensure a good supply of lake water constantly.

The property is eligibly located for residence purposes. The crossing affords

such unequaled facilities for trains both to and from the city, that it would be singular if the business man did not recognize the superior advantages thus offered. Among the residents of Cornell are the following gentlemen: Hon. S. G. Calkins, Henry R. Dunn, and Samuel H. Rhodes, whose handsome dwellings are valued at about \$5,000 or \$6,000 each. Mr. Curtis and Mr. J. S. Scoville own very comfortable residences. The hotel, which is kept in excellent style, is now under the management of Mr. J. A. French.

Among the parties who, recognizing the future sure increase in the value of property located in this suburb, have invested in Cornell lots, may be mentioned



CORNELL WATCH FACTORY.

such shrewd and well-known gentlemen as Paul Cornell, of the Cornell Watch Company, from whom the subdivision takes its name, J. R. Mitt, Capt. W. B. Gray, H. N. Hibbard, Rich & Noble, J. S. Scoville, J. H. Ely, S. S. Calkins, W. R. Cortrell, and others.

The streets are all of liberal width. Stony Island boulevard is 200 feet wide; Cottage Grove and South Chicago boulevards are 100 feet wide, and the other thoroughfares are 66 to 80 feet wide.

Real estate values are constantly appreciating. Some of the property was bought for \$35 per acre a few years since; to-day, 25 x 125 feet lots fetch from \$300 to \$1,000. The demand for Cornell property has been excellent during the present year, and with the constant and certain progress of the suburb, a steady advancement in values may be counted upon, without any doubt whatever.

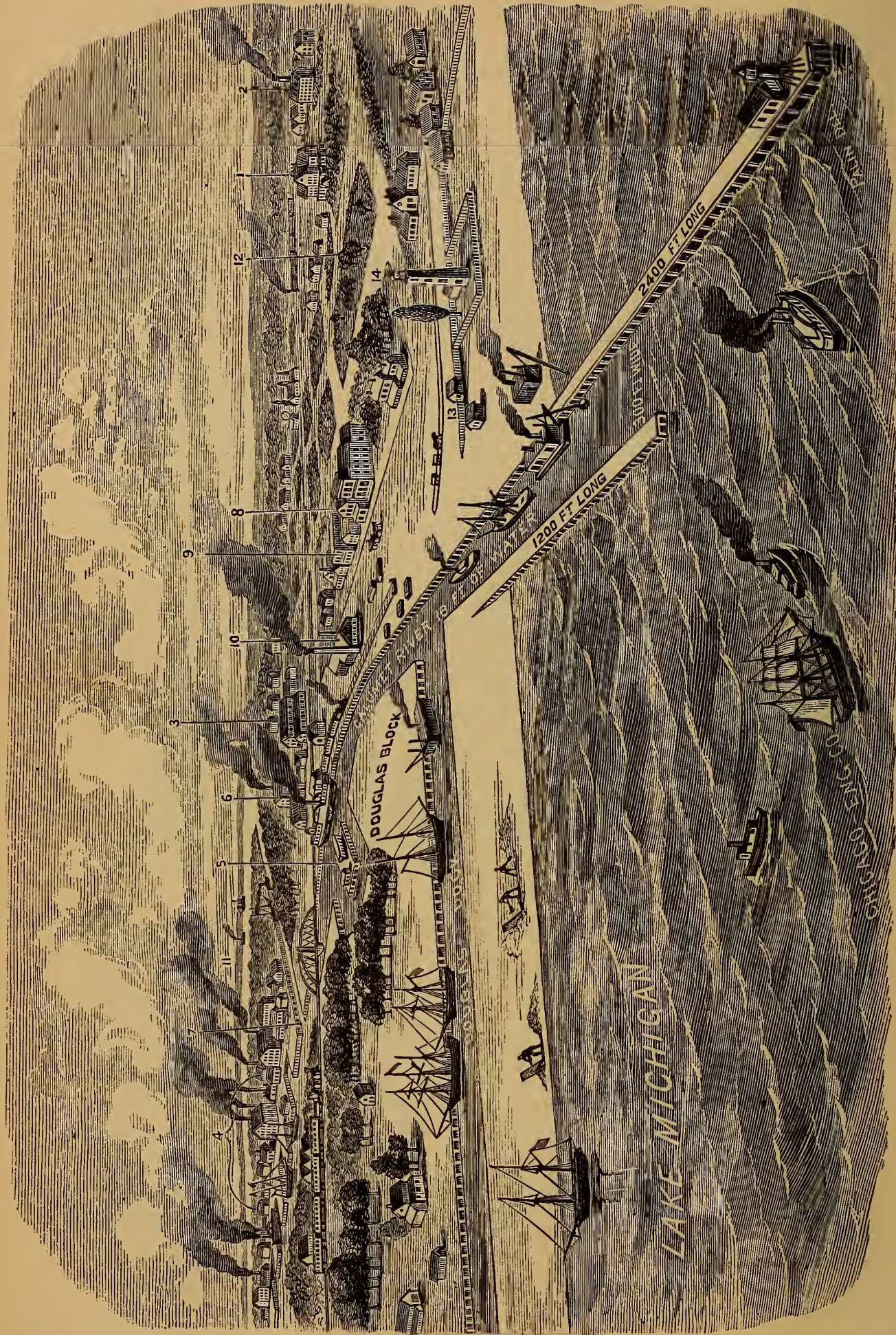
SOUTH SHORE.

Just south of the great South Parks, and extending from them along the lake shore to Clark's Point, over a stretch of one-and-a-half miles lies the South Shore subdivision of over 500 acres, which from its beautiful location has been named the Long Branch of Chicago. The tract, with its wooded knolls and advantageous residence sites, is situated on a sufficient elevation to be in full view of the city from Lake Park, and gives one of the best prospects of any locality about the city. The South Park lake shore drive is laid along the margin of the lake through the tract. It is 150 feet wide, macadamized and ornamented, and is to extend from the city to South Chicago harbor. A number of people of means have improved these tracts here with genteel homes, and the subdivision is intended exclusively for this class of settlement. The Goodrich Steamboat Company are about to put in a pier 800 feet long, connecting with ample pleasure grounds and with the South Parks. They will run boats regularly in excursions to this pier. The land overlies an excellent stone quarry, from the worked portion of which a railroad runs to the South Parks and to Hyde Park village, connecting with trains there. The Chicago & Indiana railway is to run through the place, giving further advantages of transit. The advance of the city toward the south is rapidly enhancing values in this locality.

SOUTH CHICAGO.

The territory included in the district named above, is a subdivision of about 2,000 acres of land lying at the mouth of, and adjacent to, the Calumet river, twelve miles south by southeast of the city of Chicago.

A late writer for one of the leading magazines in an article on Chicago asks, "Why settle such a spot when the same shore presents better sites?" referring probably to the mouth of the Calumet river as the leading one of the "better sites." This query possesses more than a little significance. A question which thousands have asked after visiting the Calumet is "Why did the government not choose the larger stream, with its attendant lakes and almost limitless dockage, for its first appropriations, and why was not Chicago started here?" No plausible reason can be given. The capacity of the Calumet is far superior to what Chicago river in its natural state was. The land is fully as eligible as was Chicago's site. The spot is nearer of access to the railroads leading from the East; but it is needless to enumerate advantages now. The Chicago creek secured the city and the canal terminus. At the time the two rivers were surveyed for the purpose of locating the Illinois and Michigan Canal, the engineer's report favored an outlet by the Calumet; but engineering did not decide the point. Other interests took it further north in its present course. Now it is proposed to enlarge the ditch into a ship canal to the Mississippi river. If this is done the Calumet presents a few points



BIRD'S-EYE VIEW OF SOUTH CHICAGO HARBOR.

[SEE NEXT PAGE.]

for consideration. The river is navigable for twelve miles for vessels of fourteen feet draft. A feeder to the canal already runs from Blue Island to the canal at the Desplaines river, and this feeder can be deepened and enlarged at much less expense than the dredging of the whole distance from the Desplaines to Bridgeport. There is sufficient depth of water in the lake in all directions from the mouth of the Calumet to supply a first-class harbor. This was illustrated in the report of the survey, as, also, the enormous capacity of the Calumet river and its lakes for shipping and dockage purposes.

In 1869, a recommendation was made by the U. S. Engineer in charge of the harbor, Col. Wheeler, for an appropriation of \$300,000 for its improvement and the establishment of proper piers and guards to the entrance. (The improvement was also strongly urged by masters of vessels, underwriters and vessel owners, and by others interested in the commerce of the lakes, on the ground that it would prove a harbor of refuge for vessels driven southeasterly by the dangerous storms of Lake Michigan, and which should be unable to make Chicago harbor. Numerous vessels have been wrecked on the coast south of the city for want of such a harbor.) Thereupon the Government made the following appropriations: In 1870, \$50,000; 1871, \$50,000; 1872, \$40,000; and in 1873, \$40,000; making \$180,000 thus far provided. The improvement has been under the direction of Brevet. Col. D. C. Houston, of the United States Engineer Corps. In their official reports the U. S. Engineer officers have given their unqualified endorsement to the improvement, and have warmly recommended further appropriations for the purpose of still further extending and perfecting the advantages already secured.

The first vessel with a cargo was passed into the river on the first day of April, 1871. During that year there were 400 arrivals and departures. In 1872, the number was about the same. Thus far this year 250 vessels have arrived and departed, which represented 50,000 tons burthen. The harbor is now 300 feet wide and 16 feet deep. The north pier is 2,400 feet, and the south pier 1,200 feet long, and from this it will be seen that facilities are ample in every sense to vessels of every grade. The formation of the lake shore north of the entrance which projects eastwardly at Clark's Point, and the north pier being 1,200 feet longer than the other, an ample lee is formed by which vessels in every kind of weather can make the harbor with perfect safety. The river inside of the new entrance has good capacity for lake-going vessels for ten miles from its mouth. Wentworth's light-house, built by Gen. Webster many years ago, and afterwards abandoned, was repurchased in 1872 and, by an appropriation from Congress made for that purpose, the light was established in September, 1873.

The river, taken with its branches, and the lakes Wolf and Calumet, furnishes

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| 1. South Chicago Hotel. | 8. Casgrain House. |
| 2. Site Sinclair's Woolen Mills, and Kent, Baldwin & Co.'s Machinery Manufactory. | 9. Office of Calumet and Chicago Canal and Dock Co. |
| 3. Railroad Station Buildings of Pittsburgh & Fort Wayne and Michigan Southern railroads. | 10. South Chicago Planing Mill and Lumber Yard. |
| 4. Location of Docks, Rolling Mills, Blast Furnaces, Elevators, Saw Mills, etc. | 11. Lake Calumet—three miles long, and navigable for vessels. |
| 5. Location of Ship Yard Dock. | 12. Logan Park. |
| 6. Location of Cotton Mills. | 13. United States Government Engineer's Office. |
| 7. Location of proposed Ship Canal to Lake Calumet. | 14. United States Lighthouse. |

fully forty miles of water frontage, which can be made available for the uses of the merchant marine as rapidly as required.

The perusal of the above facts must have convinced every reader of the wonderful adaptiveness of the banks of the Calumet and its lakes for manufacturing purposes. It is destined to become the central manufacturing mart of the entire west and northwest, and the largest manufacturing town west of the Ohio. When we shall have mentioned below the industries already established in so short a time as four years, that fact alone should seem to cast all doubt aside of the justice of the above rather sweeping claim.

But before we proceed to show the other advantages, natural and artificial, which are to make it so, we give the history of the organization which has the whole matter in charge, and state what they have accomplished, pausing only to state first, that the man that has most effectually worked out this mighty problem, who was the head and front of the initiatory and subsequent movements, and who has lived to see his prophecies, by many at first considered chimerical, fulfilled, is Col. James H. Bowen. Foreseeing with his remarkable business acumen, the numerous industries which have, and are to cluster at this point, he set himself at work to develop a plan which should prove successful in bringing all these advantages into practical working. Others saw the thing in the same light, and in 1868 a concerted action was commenced by the purchase of large tracts of land adjacent to the harbor by Col. Bowen, O. S. Hough, Elliott Anthony, Chas. A. Gregory, Sheridan Waite, A. C. Babcock, E. G. Clark, Chauncey T. Bowen, Thos. S. Dobbins, George S. Bowen, J. C. Dore, George Schneider, Leverett B. Sidway, John C. Haines, Wm. P. Allen, George W. Stanford, Geo. M. Pullman, John V. LeMoyne, James H. Rees and others. A charter was obtained from the Legislature, and an organization effected under the name of the Calumet and Chicago Canal and Dock Co. The charter bears date March 10, 1869. On the first day of April following, the Company elected the following gentlemen as officers: President, James H. Bowen; Vice President, Elliott Anthony; Treasurer, O. S. Hough; Secretary, Chas. A. Gregory. The charter provided for the construction of a canal from the South Branch of the Chicago river, or the Illinois and Michigan Canal, to the Calumet river, at South Chicago, with authority to locate and condemn lands, and operate the said canal, construct docks, dry-docks, ship-yards, warehouses and piers.

They proceeded to purchase lands adjacent to the mouth of the Calumet, and, during the years '69, '70 and '71, consolidated about 6,000 acres, extending four miles west of the lake, and in other favorable localities. They have invested in their purchases and improvements made since the organization, the enormous sum of \$2,500,000. The lands of the Company comprise a large amount of dock frontage, property admirably adapted to manufacturing sites and commercial operations, a large tract of limestone lands, and many elevated residence sites, as well as a large amount of country adapted to agriculture and gardening.

They have expended, in grading, draining and opening streets, including a macadamized road, which extends from the city to the Calumet river, about \$300,000. A large amount of dockage has been constructed, the river lines straightened by dredging, a \$30,000 hotel erected, a number of other buildings put up, and a quantity of general improvements consummated with the above sum. The railway facilities are most complete and excellent. The Michigan Southern; Pittsburg,

Ft. Wayne & Chicago ; Michigan Central ; Illinois Central ; and the Rock Island Branch — as the southern connection of the Chicago Belt railroad — are all made available. The Baltimore & Ohio will extend its line east of the Michigan Southern, and have in negotiation the location of their requisite car shops, roundhouses, machine shops, etc, for the accommodation of their western terminus, on the lands of the Company. The Canada Southern, the New York and Erie extension, and the Continental railways ; all these, besides the Danville & Vincennes railway, must pass through the lands of the Company. Contracts are closed for the completion of the last named road from Dalton to South Chicago, in the spring.

At the opening ceremonies, on the 7th of June, there were present—in addition to a large concourse of people — Gov. Beveridge, Senators Logan and Oglesby, and the Governors of several of the northwestern states, all of whom in their eloquent speeches claimed for South Chicago more than has been asserted in this article.

The distance between the mouths of the Chicago and Calumet rivers is eleven miles. The natural growth of the city will soon reach the confines of the Company's property. It is evident to all who see the improvements consummated and in progress, and the almost unlimited area thoroughly drained and made available, that there is an unrestricted opportunity for manufacturing, commercial and marine business to be established and flourish, in the fullest sense equal to the demands of commerce and trade upon this central point of distribution. The Chicago, Danville & Vincennes road connects direct with the block-coal fields of Indiana, and that Company will locate docks for the sale of this coal, which can be laid down there and sold at less expense than in the city, and at rates most favorable to manufacturing interests. The iron ore of Michigan and Wisconsin can be unloaded at this place at most favorable rates. Plenty of lime, stone, brick-clay, and other building materials, can be had at the very doors of the buildings.

It has been demonstrated by actual experiment that timber logs can be safely towed across the lake, and made into lumber, and sold at as low a price as they can be sold at the yards of the Michigan mills. Messrs. Pardee, Blanchard & Co. have established lumber manufacturing on a large scale ; others will follow. The available boomage ground in the harbor gives capacity for from 500,000,000 to 1,000,000,000 feet of logs without impeding navigation. Since the experiment of towing rafts across the lake has proved to be entirely practicable, and the above result is shown regarding the price at which lumber can be sold upon the market, a number of others have made propositions looking to the erection of mills, and the natural inference in the light of the facts seems to be that Chicago's head-quarters for obtaining lumber is about to be changed, and the whole lumber interest revolutionized. The navigability of the river and lakes, the vast dockage territory, etc., will enable manufacturers to ship lumber to the Chicago yards on terms at least as advantageous as Michigan can do it, and, for the eastern and western trade in that commodity, certainly South Chicago has a fair chance to successfully compete with the city market. The importance of the great advantages afforded for making lumber at South Chicago cannot be over-estimated, and some anxiety has reasonably arisen at those points which have hitherto been the reservoirs from which Chicago and the west have drawn their supply.

The capacity of the above mill is 20,000,000 feet of manufactured lumber per

year. The parties interested have 300,000,000 feet of pine standing on their lands at the Au Sable river in Michigan. The cuttings from the logs, consigned to flames and dock building in Michigan, are all made available here, and sell at good prices, for fuel, more than paying the freight and towage across the lake. The effect of this will be most sensibly felt in long timber.

Among other improvements worthy of especial note, and of a more extended description than we can give them, are the following, already completed: The fine hotel erected by the company a short distance east of the neat depot of the Pittsburgh, Ft. Wayne and Chicago, & the Michigan Southern railroads; the woolen mill erected by L. W. Sinclair, which is a four-story brick building, containing 130 looms, 7 carding machines and jennies, having a capacity of 2,500 yards per day.

The Illinois Steam Forge Works, a building 60 x 129 feet, and containing three ponderous mauls at work, employing fifty men. This company will also manufacture iron ore into a merchantable form, by a process which will very much cheapen the cost of this production.

The Chicago Iron and Steel Works, having a capacity of four tons per day of tool and merchant steel, and furnishing work for a large number of men.

The establishment of Redfield, Sargent & Co., manufacturing grist-mill machinery and smut machines, in a building 32 x 100 feet in dimensions, making first-class work; and the policy of locating manufactories in the suburbs for cheapness of fabrication, has been pursued here as in other cities, owing to their exemption from municipal taxation, smaller cost of ground, cheapness of living, room for ample and unobstructed facilities. This location presents all of these economical advantages in a marked degree.

The match factory of A. J. Griggs & Co., recently removed from Pittsburgh.

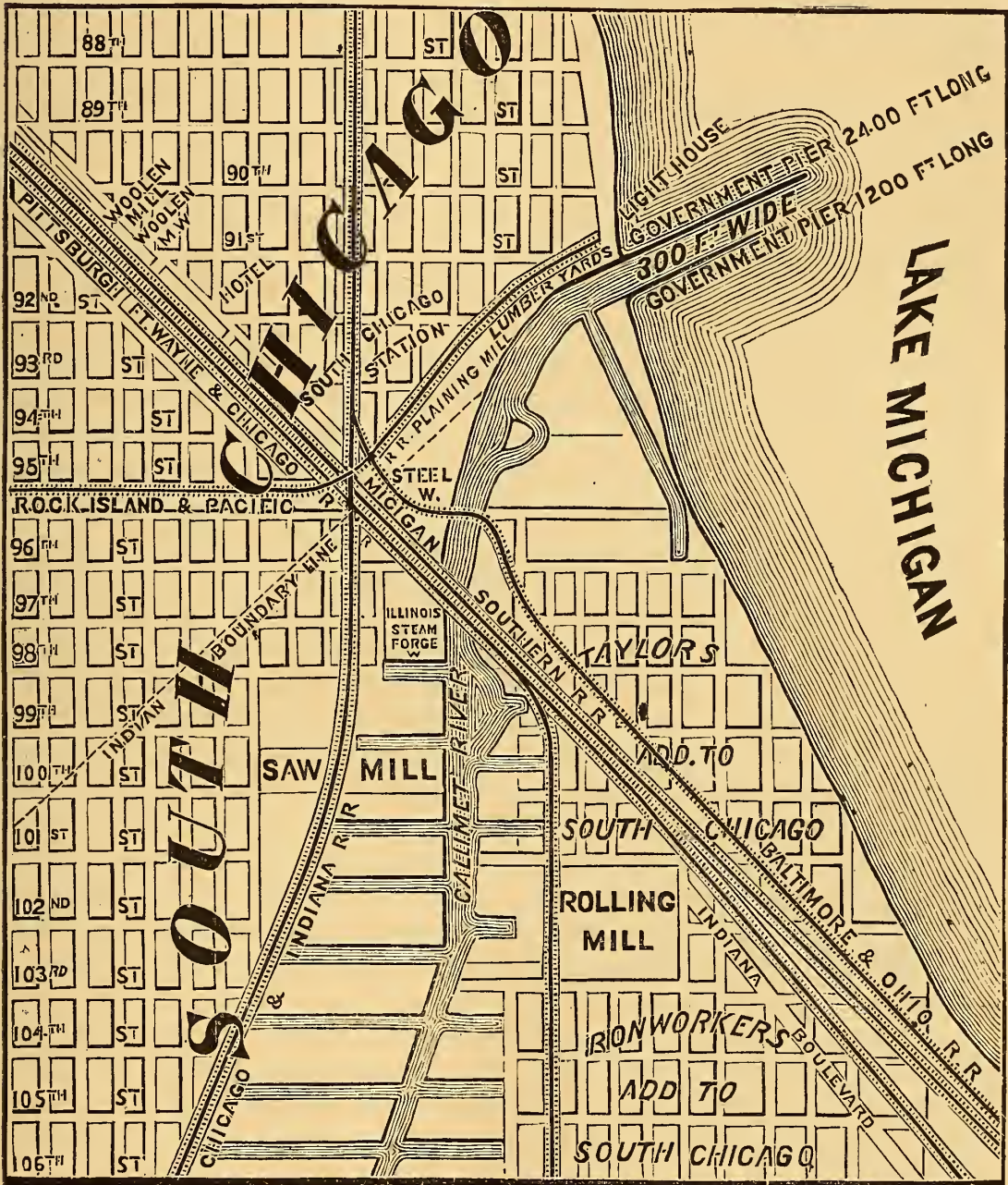
The operating force employed by the mills is fully 800 men, including those employed on government works. By next summer, when all the manufacturing interests of the place are at work, there should be at least 2,250 men at work, representing a population of 10,000, exclusive of those who settle there for other reasons.

The Silicon Steel Works, now building, are mentioned in detail below.

There are a number of projects under consideration for building grist-mills, elevators and other manufactures, with a reasonable prospect of fulfillment. What has accomplished all this in the space of five years? The indomitable courage and energy of a few capitalists, who, probably, as faithfully as any like number of men, represent the distinctive characteristics of Chicago business men. No where in the world is so much ventured and so much fulfilled as here. Men go upon tracts which, to unthinking minds, appear to offer few inducements for investments, and carefully study out their plan, then bring their money and their arguments to bear, expend hundreds of thousands with little immediate return, and await results. These results follow as certainly as a mathematical conclusion, and the sequel is in proportion to the ventures made. In this perhaps lies the solution of the problem of Chicago's remarkable rise and resurrection, which astonishes our neighbors in the east and excites the wonder and envy of capital the world over.

Large areas in out-lying tracts in Indiana and south from South Chicago have been purchased since these industries have gained a footing here, and it is stated by the purchasers that their operations are based on assured enterprises of greater magnitude than any yet attempted.

To accommodate the growing commerce and use of the river, the Pittsburgh, Fort Wayne & Chicago, and the Michigan Southern railways, have each submitted plans to Col. Houston, which he has approved, for the construction of drawbridges of iron across the Calumet river this winter, between which there will be a passage way of seventy feet for vessels. The Michigan Central road have completed a first-



class bridge of the same character at their crossing. The town of Hyde Park has also made contracts for building a draw-bridge on Ninety-fifth street, at Chittendon's, and at Dalton — twenty miles south — where a new subdivision called Riverdale has been erected. At this point, now that the river is navigable to that point, Messrs. Martin Bros. have located a lumber-yard and purchased large grounds near the bridge, and have within the few weeks of its existence commenced an active trade. They have direct connections with the Danville & Vincennes, Great East-

ern and Illinois Central roads. Their tract is known as the Riverdale lumber yards. Col. Bowen's house, at Wildwood, is near this tract.

Among other improvements for which provision is made by the Dock Company is a lake shore drive extended from South Chicago to Hyde Park.

The initial cause for all the extended improvements embraced in the above detail, was the imperative necessity for a point, to be located near the city, from which Chicago could draw supplies of manufactured material. Until 1869, Chicago had never been known as a manufacturing city. She was at that time sending to other points for vast invoices of iron, machinery of every description, lumber, coal, etc., etc. At South Chicago, the Calumet with its lakes, with its immense natural advantages for commerce, a net work of railroads, a wealth of lime, clay and other materials lay useless in silent protest at our very doors. The demands of the city for articles and materials on which heavy freight tariffs rested increased every hour. The iron-horse could not bring them in fast enough even at the heavy prices. Something was necessary to be done, and the gentlemen above named solved the difficulty in the manner above stated.

The results of their enterprise has, in magnitude, far exceeded their expectations. The city is most signally benefited by the industries at work now at that point, and she will be benefited in the same ratio as South Chicago's manufactories increase. The facts are before the reader, and are too plain to need extended comment. It need only be added in conclusion that the Calumet and Chicago Canal and Dock Co. are extending every favor and every aid possible to manufacturers settled upon their lands, and offer the most favorable inducements to others to swell their number by gathering in their capital at this focal point of industry. The company will place in market a considerable quantity of the most desirably located lands, in the early spring, to meet the demand so rapidly increasing.

Taylor's Additions.—During the two years last past, Mr. D. S. Taylor has purchased two hundred and ninety-seven acres, lying south of and near the South Chicago harbor, and east of the Calumet river, paying all the way from \$200 per acre to \$1,200 per acre for it. The frontage on Douglas Slip, seen in the map, is 2,500 feet, and the tract borders on the four slips to be cut from the Calumet river, thus giving dockage enough for a large place. The dockage on Douglas Slip is already provided, and has direct access from the harbor, *sans* bridges or other obstructions. The natural attractions of the lake shore for excellent residence sites will be seen at once.

The Michigan Southern and the Pittsburgh, Fort Wayne & Chicago railroads traverse the tract in an oblique direction towards the southeast, and the Baltimore & Ohio, one of the staunchest and best constructed roads in the country will be completed through, in a similar course, by next spring. By that time, also, all trains on the three roads will stop at the stations, as they do now on the west side of the river. One half a mile of side track is constructed from the Pittsburgh road to the location of the Silicon Steel Rolling Mills located in the southwest corner of the tract. This company has purchased twenty-six acres from Mr. Taylor and twenty-six acres from the Colehour interest, adjoining on the south, and leased from the South Chicago Canal and Dock Company twenty-six acres more. On this tract they are erecting a splendid Silicon steel rolling mill, which will have a capacity of 100 tons of finished rails per day. The Silicon Steel Company of New York are sole

proprietors of this enterprise, and also of extensive and successful rolling mills at Sandusky, Ohio, and Rome, New York. They own also the Silicon Steel Ore Mine at York, Pennsylvania. Their large experience enabled them to foresee the sure future of what will prove, in time, to be the most important manufacturing point west of the Atlantic Ocean, and hence they are expending the sum of from \$250,000 to \$300,000 on buildings and machinery, and when the works are completed they will need the constant services of 300 workmen. Besides the rail mill, extensive furnaces, machine shops, etc., will be built, making the whole investment, at least, \$500,000, and furnishing employment to 800 men.

Taylor's addition was subdivided last July, and the sale of lots began immediately. Since then a number of good improvements have been provided in building, fencing, grading, laying sidewalks, etc,

Mr. Taylor has just completed and rented a large brick hotel costing \$10,000. It is now nearly filled with men working on the rolling mills. Several manufacturers are holding the locality under advisement, and doubtless a number of new enterprises will be inaugurated ere long.

Iron-workers' Addition to South Chicago.—This subdivision was made in the south half of section 8, 38, 15, and is laid out on a carefully considered and generous plan, adapted to meet the demands which its commanding situation will require it to fill. Twelve blocks in the vicinity of the Rolling Mills and docks are laid out with streets 66 feet wide, lots about 125 feet deep and alleys 14 feet wide. All other streets, except Indiana boulevard, are 80 feet in width, the lots 170 feet deep and alleys 20 feet wide. The Indiana boulevard, originated in this subdivision, and laid out 100 feet in width, has already been extended both ways over adjoining lands, and will be continued further.

This addition contains a triangular tract in the southeast corner of the north half as well as all the south half of the section ; thus securing nearly half a mile of front at the extreme southwestern corner of Lake Michigan. The course of the shore is here south-southeast, while a mile east, at Sheffield Harbor (Wolf Lake), it is due east. The addition is bounded on the west by the wharfing lots on the Calumet river, and on the east by Lake Michigan and the prospective manufacturing city of Sheffield.

The west half is a high gravel ridge covered with a dense growth of forest trees. This is divided from a second timbered belt by a narrow prairie. East of this belt, a second prairie extends more than a mile to the south, from which, by a barely perceptible ascent, we reach the timbered table lands along its line.

The history of this addition is brief. Until late in the summer of 1873 its surface was in a state of nature, broken only by a single wagon road and the rich farm upon the southeastern portion. After the Silicon Steel Company had purchased 26 acres in the northwest corner for their rolling mills, the plat was carefully surveyed. In September it became evident that to accommodate the workmen in the great factories in progress in the vicinity, nearly a thousand homes must be provided by early spring, and work of opening the streets began in earnest. In the midst of this the financial crisis came, but the work was not abated. The demands upon the Steel Company required that their rolling mills should be in operation by spring, and habitations for the men must be prepared. As soon as the ground was sufficiently prepared to be exhibited, in the midst of the financial pressure, an auction

sale was held on Monday, October 27th. The temerity which would risk a sale at such a time evinced great confidence in the property ; but the sale was a decided success. Over a hundred lots were sold at prices averaging \$7 per foot, when the bidders were actually driven from the field by the cold and the heavy snow storm, through which the trains returned. Since the auction, 225 lots have been sold at prices averaging \$8 per front foot, about one half of which has been paid in cash. The owners, finding that the purchasers intend immediate improvement, propose to continue sales at these low rates until one hundred acres shall have been sold to those who will erect buildings upon their lots.

The railway facilities are good. Already fourteen trains each way connect Chicago with South Chicago, running upon the Michigan Southern and the Pittsburgh, Ft. Wayne & Chicago railroads, both of which cross this addition, and will establish depots upon it. All other eastern roads that do not make a long detour must cross it. The Canada Southern and the Baltimore & Ohio are already located. The officers of the latter give assurances that it will be completed in the spring. With these three roads the passage will be made in about forty-five minutes from any part of Chicago, by the Ft. Wayne from the West Side, by the Michigan Southern from the vicinity of Clark street, and by the Baltimore & Ohio from Lake street and the avenues.

Crossing these roads from north to south near the eastern line of the subdivision, the South Chicago & Southern railway is planned, to run from the mouth of the harbor south along the shore of Lake Michigan, thence crossing the railroads at right angles, and due south to the coal fields.

The Calumet River & Dalton railroad (partly constructed), will follow the line of the river, connecting with the east and west roads at the points of intersection, crossing the west end of the Iron-worker's addition, and forming a junction either with the Illinois Central or the Chicago, Danville & Vincennes, as shall be most advantageous.

The Chicago Belt railroad, to be built across the Calumet river, along the south line of section 8, passing along the south line of this addition, forming a junction with the last named road at the crossing, and connecting with all the eastern roads at the crossing of the South Chicago & Southern. At this point a large portion of the grain transfers will undoubtedly be made. The proprietors of the Safety patent transfer cars, having procured ample grounds for that purpose, intend to demonstrate that cars can be taken from any western road, discharged into the eastern cars, and returned to the proper road on the same day, at a cost of one dollar per car. The leading western roads are understood to have made arrangements with the patentees for that purpose. Thus the Iron-workers' addition will be immediately connected with every railroad entering Chicago.

Indiana boulevard is a diagonal street running from State⁷ street southeast, crossing every east and west street from Sixty-third, to One-hundred-and-sixth, and all the south avenues. Much of it is already finished into one of the most perfect drives in the country. Beyond the Iron-workers' addition it has this summer been constructed to Wolf river, in Indiana, where a swing bridge is contemplated, to be built early next spring, and the road continued for many miles into the country. Lake county is fully alive to its importance, and already plans for splendid graveled roads running into it from every part of the county are well advanced.

SOUTH LAWN.

This is one of the youngest of our suburbs, having been first subdivided and named this present year, by Messrs. Young and Rowley, who own a controlling interest in the plat. It embraces 960 acres, lying in sections 22 and 27, town 36, range 14, and the firm above named own 440 acres adjoining, making the whole area 1,400 acres. It is situated on the south bank of the Calumet, seventeen miles from the Cook county Court-house and thirteen miles from the city's southern limits. The Company interested commenced buying up the tract in 1870 and completed their purchases last summer, paying an average price of \$100 per acre. The lands formerly belonged to non-residents, and to the Illinois Central railroad company, who secured their lands direct from the State. The present average value of the property is \$300 per acre, making the whole interest worth about half a million dollars. The Illinois Central and the Chicago, Danville & Vincennes railroads traverse the tract in diagonal directions from the northwest and northeast corners, making a junction on the property, at which a neat depot is erected and near which side-tracks and transfer freight houses will be made necessary. All trains are compelled to stop at this depot. An arrangement is closed with the Illinois Central road to run two Hyde Park trains each day from that place through South Lawn to Homewood, three and a half miles below, where the turn-table is located. Over the Danville & Vincennes road, free passes to and from South Lawn for three years have been arranged for, to all persons making actual settlement. Coal from the Indiana fields over the Danville route, and lumber by the Calumet river—navigable to this place—can be obtained at a cheaper rate than from the city. These are important advantages in connection with the settlement of the place, which, from the facts above given, will assuredly be as rapid as at almost any other point. Messrs. Young and Rowley have expended over \$15,000 in grading, tree planting, etc., and a still greater sum will be devoted to further improvements to be made without delay. Over ten miles of streets have been graded and bordered on each side with trees, placed at short and regular distances apart. The grading has established a complete drainage throughout the entire subdivision, and made every foot of land within its area desirable for occupancy. The depot is a neat structure, with two rooms, and cost \$1,000.

The shores of the Calumet are at this point skirted by a grove of large, handsome trees, and the place is a popular resort for hunting and fishing parties.

OAKWOOD

Is a cemetery station, and shows but little improvement in the way of affording homes for the living. It is prettily located, and will probably come into the market for residence property within a short time.

RAVENSWOOD.

Ravenswood, located on the line of the Milwaukee Division of the Northwestern railroad, has a history. Checkered fortunes have given the place an adventitious interest. The same means by which several of the suburbs of Chicago have been originally handled—by means of a land improvement company—first placed Ravenswood upon the market. The success of the efforts of the managers of the Company was so unforeseen, that long before it was anticipated, the greater number of lots in the place had passed out of the hands of the Company, and the suburb, deprived of the assistance in development which comes from organized effort, suffered a relapse, the evil results of which were yet still further increased by the occurrence of the great Chicago fire. But the natural advantages offered by the suburb, its excellent location, its railroad facilities, and its unexceptionable natural means for complete drainage, etc., were sufficient to float it on the market without even the extra aid referred to. To-day, it is one of our most prosperous suburbs.

The village was laid out in 1869. The plat consisted of 360 acres of land, subdivided into lots 50 by 165 feet. The Ravenswood Land Company owned 200 acres of this. The first lot sold by the Company was on the 16th of June, 1869, for \$400; and the last in October, the same year, for \$2,500.

In 1869, there was but one passenger who traversed the road to Chicago, regularly; now it has reached the respectable figure of seventy-five. There are fourteen daily trains, the distance being traversed in twenty minutes. The fare is \$7.20 per hundred rides. But apart from the railroad, the drive to the suburb through Lincoln Park, and along the Lake Shore drive to Green Bay road, is very pleasant.

Among the leading residents of Ravenswood are the following: Mr. Van Allen, dealer in real estate, owns a handsome house and 900 feet of nicely laid out grounds, considered worth \$26,000. The ornamentation of Mr. Van Allen's grounds is very artistic and effective. Captain John N. Hills, Justice of the Peace and dealer in real estate, has recently completed a very handsome residence worth from \$12,000 to \$15,000, in a beautiful grove at the corner of Leland avenue and Green Bay road. Mr. W. P. Jones, real estate dealer, has a fine house and handsomely improved grounds near the corner of Sunnyside and Commercial streets, considered worth about \$20,000. T. Barrows & Son, of the Victor Sewing Machine Company, have each of them fine residences. Louis Semper, A. A. Clark, B. Sherman, R. M. Lee, C. W. Clarke, W. H. Bryant, John Fishleigh, Mrs. Howard, Rev. W. A. Lloyd, C. M. Bowen, W. H. Carpenter, all have excellent houses, and enjoy suburban life in admirable style. Many of these residences are provided with patent gas works, and the owners manufacture their own illuminating medium.

The public improvements keep pace with the demands of the residents of the place. A substantial school house has recently been erected at a cost of \$15,000; and the high school for the township of Lake View has recently been located at Ravenswood, the building of which will cost \$20,000. It is to be completed for occupancy this winter. A handsome church has been built this year at the corner

of Commercial street and Jefferson road, in which non-sectarian services are held regularly every Sabbath.

The public improvements which have been carried through, include the planting of a large number of shade trees, graveling streets, laying sewerage, and boring artesian wells. The village is under the local government of the Board of Trustees of Lake View township, and is well represented.

The sale of lots up to date show that rates from \$20 to \$30 per foot are obtainable. These figures are under the true value of the property; and the steady rise which is noted in all suburban values is sure to send the figures on Ravenswood property considerably above the rates now quoted.

ROSEHILL CEMETERY.

This lonely spot, long dedicated to the dead, is located seven miles from the Court-house in the township of Lake View, and adjacent to the Milwaukee Division of the Northwestern Railroad (west of the track). The Company, who initiated measures and purchased the ground, was incorporated in February, 1859, with Dr. J. V. Z. Blaney as President. The first interment took place in July, 1859, since which time 7,700 have been buried within the gates of the cemetery. Four hundred of these were deceased soldiers; and there have been 500 removals.

About 60 acres were included within the original plat, and 166 acres have since been added, the last purchase of 80 acres having been consummated November 11th, 1873. The Company paid for this \$1,000 per acre. The average price paid for the lands previously secured is \$250 per acre. The average would have been less but that some of the tracts had been sold in lots, and a margin on first figures had to be given. The grounds were originally located by a committee appointed by the Common Council of Chicago, of which Gov. Bross was chairman, and the selection was made only after a thorough examination of all other localities about the city. At the time, it was considered by many too far from the city, but the great advances made since, have proved the wisdom of the choice, which was made on the following considerations: First, because the tract is higher by several feet than any other locality examined; second, because the facilities of access were better; and, third, because the committee deemed it to be nearest the proper distance from the city. Rosehill is the largest cemetery about Chicago. The Company have, up to this date, expended fully \$250,000 in lands and improvements.

The beautiful entrance, shown in our illustration, cost, with the vault, \$20,000. The walks are laid out most tastefully with beds of gravel on hard clay.

As the lots vary in size from 8 x 10 to 200 feet square, it is of course impossible to give the exact capacity of the cemetery, but fully 25,000 average-sized lots are embraced within its area.

Among the societies and organizations that have secured exclusive territory are the Masonic, Odd Fellows, Good Templars, Fireman's Benevolent Association, Chicago Typographical Union, the St. Andrew's and St. George's Societies, the

Chicago Board of Trade, and Batteries A and B, and Bridge's Battery of the Chicago Light Artillery.

All these lots are very handsomely improved. The Fireman's Benevolent Association have erected, under contract made at low rates before the war, at a cost of \$15,000, a beautiful monument, surmounted by the statue of a fireman in uniform. The pedestal is appropriately inscribed.

The military monument, built at the joint expense of the county and the Board



ENTRANCE TO ROSEHILL CEMETERY.

of Trade, is an elegant shaft, surmounted by the figure of a soldier in uniform, and ornamented with bas-reliefs representing different arms of the service. This cost \$11,000.

The monuments erected by Batteries A and B, and by the Odd Fellows, are scarcely less worthy of special notice.

H. O. Stone, Esq., has erected here the finest monument west of New York city. It is a design of a mother and child in a reclining position, executed in the finest material, by one of the Italian masters in Rome. We have not space for a detailed description.

On the left of the entrance and near to the gate is the very handsome white marble shaft erected to the memory of Major General T. E. G. Ransom, by his friends, at a cost of \$3,200. In its very simplicity lies its symmetry and beauty, and

its design is indicative of the solid sterling qualities void of ostentation which characterized this patriot and hero in whose honor it was erected.

Among the most beautiful of the private monuments is that erected to the late P. F. W. Peck, at a cost of \$15,000, and some very fine ones are to be noted, erected by H. M. Thompson, D. R. Holt, Hon. C. B. Farwell, Hon. J. B. Rice, Gov. Bross.



INTERIOR VIEW OF ROSE HILL.

John F. Stafford, Adam Smith, H. B. Hurd, Sam'l Myers, S. W. Rawson, John H. Kedzie, Col. Wm. S. Thompson, H. C. Goodrich, Seth Warren, and by the families of the late Isaac C. Day and C. R. Stockweather. Also a magnificent vault by Peter Schuttler.

The cemetery stands, at present, almost alone — all the land about it being held out of market for further increase.

Ten years ago these lands sold at \$90 per acre. They are now held at from \$1,000 to \$1,600 per acre.

ROGERS PARK.

The subdivision having the above title takes its name from Phillip Rogers, a native of Ireland, who came to this country about 1838, settling on a quarter section of land which he purchased direct from the government, and called Rogers Ridge. This tract is a part of the subdivision now known as Rogers Park, and comprises about 600 acres of land located on the line of the Milwaukee division of the Chi-



RESIDENCE OF P. L. TOUHY.

cago & Northwestern railway, nine miles from the Cook county Court-house, five miles north of Lincoln Park, and three miles south of the Evanston depot on the lake shore. The lake shore drive is to run in front of the village. The land lies twenty-two feet above the lake, and is drained by covered tile sewers, put in at an expense of \$7,000. The first settler, Mr. Rogers, at the time of his death in 1856, had accumulated, from the proceeds of converting trees into charcoal and vegetable gardening, about 1,600 acres of land lying in Rogers Park and Ravenswood. In 1865, Patrick L. Touhy married into the family and assumed control of affairs. Phillip Rogers, a brother of Mrs. Touhy, died in 1869, bequeathing his interest in the large

estates of the family to his mother and Mrs. Touhy, making Mr. Touhy's interest about 800 acres. He has sold 225 acres of this, and subdivided the remainder, and is selling it out in lots at from \$15 to \$20 per foot. On this interest Mr. Touhy has a homestead, his house costing \$18,000, which we have illustrated in the accompanying cut. A square tower gives a view from the windows in three directions, and from it is seen the greater portion of the lovely wood that surrounds the house, and covers an area of eighty acres running eastward to the lake. The illustration gives an idea of the grounds immediately about the residence, and shows their natural beauty better than a pen description can do.

After building, he sold, to defray his outlays, a plat of 100 acres to S. P. Lunt for \$80,000. Mrs. Lunt afterwards sold an equal interest to Messrs. H. B. Jackson, C. H. Morse, L. L. Greenleaf and John V. Farwell. These gentlemen organized under the name of the Rogers Park Land Company, and purchased another tract, making in all 225 acres. The whole interest was secured in the years 1871 and 1872, the prices paid being from \$750 to \$1,000 per acre. The station stands in the center of this tract. Several handsome dwellings, worth from \$1,500 to \$4,500 each, have been built and occupied. The houses in the suburb number at least fifty, the cheapest one costing \$1,200, and the costliest one, Mr. Touhy's, \$18,000.

The streets are nearly all opened and graded, and provided with excellent drains. The depot stands just west of the second or east ridge, and all the blocks next east of it and extending from the north to the south limit, are held at \$25 per front foot. The prices of the other lots run from \$12 to \$25 per foot. In 1855, the suburb was valued at \$12 per acre; so that the cheapest foot of land in the town now brings as much as an acre did at that period.

Ten passenger trains pass each way every day, and five of these stop there. As the demand for them increases others will stop for passengers. The commutation rates are ten cents each way.

The inhabitants are to build a Methodist and a Roman Catholic church immediately. Mr. Touhy contributes towards the latter \$6,000 and 100 feet of ground, and to the former \$500.

SOUTH EVANSTON.

The reader will doubtless have concluded, from the perusal of the preceding pages, that Evanston has already grown sufficiently old and strong to have become the parent of other villages — her suburbs. Such, originally, was South Evanston, immediately adjoining the parent village in the direction indicated by its designation. South Evanston has, within the past two seasons, however, acquired independent attractions, as well as an independent municipal organization of her own, which entitle her to distinguished consideration as a place of residence, without regard to the manifold advantages derived from her proximity and partial identification with the sober and erudite borough among the oaks.

South Evanston occupies about one thousand acres of territory, nearly all subdivided, mostly in section 19 of the township of Evanston, and extending a mile and a half from the lake to the western line of the village, and one mile from the north-

ern to the southern boundary. The first subdivision known as South Evanston was made about four years ago, by Gen. Julius White, who subdivided a tract of eighty acres adjoining Evanston, and east of the Northwestern railroad. Afterwards, Mr. Merrill Ladd, Mr. O. F. Gibbs, and other citizens of Evanston, operated somewhat in South Evanston lands. West of the railroad track, Judge Adams and Mr. L. C. Pitner made subdivisions, the most of which have been sold out at \$15 to \$25 per front foot.

It was in September, 1871, that Messrs. Warren, Keeney & Co., the present most active representatives of this property, commenced that series of energetic and well directed operations which have contributed more than anything else to give the place its present enviable status. They, with Mr. Kedzie, of Evanston, bought thirty-five acres of John Klein, and twenty of Jacob Rinn, east of the railroad, and south of Gen. White's property, paying therefor \$1,350 per acre. This tract they named Kedzie and Keeney's addition, and graded and fenced it.

Then came the great fire. After this episode, the demand for primeval farms for subdivisions was not quite so brisk as it had been, and holders of that class of property were therefore less firm. Hence, in the February following, the same parties (*minus* Kedzie) were able to purchase of Mr. Rinn another sixty acres, taking in his son as a partner, at $33\frac{1}{3}$ per cent. less than the beforementioned price, which was still a handsome advance upon the \$5 per acre paid for it by the senior Rinn. In the May following, Messrs. W., K. & Co. purchased the Arnold property — a beautiful tract of thirty-seven acres and a fraction, lying along the lake shore, which is here high and heavily timbered, affording a great many charming villa sites. The price paid for this was \$1,350 per acre.

That spring (1872) the campaign was opened with vigor, the policy of the operators being to insure at once a high class of improvements, both public and private. To this end, sewers to the lake were laid under the principal east and west avenues, and over twenty houses, none worth less than \$2,500, were built, the most of them by the managers of the subdivision. During the season, some \$150,000 worth of lands and houses were sold — the lands at \$20 to \$30 per front foot. (It should be mentioned that all the streets are eighty feet wide, and all the lots one hundred and seventy feet deep, besides the allowance for alleys.)

The operations of the season of 1873 have been still more brilliant, the twenty houses built by the proprietors having been of a class vastly superior to the average of respectable suburban dwellings; ranging, in fact, from \$3,000 to \$12,000 in cost, and averaging not less than \$5,000 each.

The expenditures of the Company for the season's improvements aggregate over \$100,000, and sales have aggregated nearly \$200,000. Under the influence of the high class of improvements already achieved, and the other advantages offered by South Evanston, the lots have sold readily at \$35 per front foot, even at the parts of the village more remote from the depot; while land on Chicago avenue, near the railway, commands \$50 per foot; and those on Ridge street, west of the railroad, sell at \$40 and upward. Prices, however, will not stop over winter at any such figures. They are by no means up to the standard in Evanston proper, which has no such stylish streets, both for residence and for driving, as South Evanston already affords, and which is, moreover, a mile farther from the city than the south village. Schools, local stores and churches tell, of course, in favor of the parent village at

present ; but all these are so readily accessible from South Evanston, which at the same time boasts so many advantages peculiar to itself, that its building lots will always be greatly in demand by the more wealthy and fastidious of the old Evanstonians.

The population of South Evanston is 1,300, number of houses 250. It has a Methodist church, west of the depot, which cost \$10,000, while a school-house, to cost \$12,000, is in process of construction from plans by Mr. Edbrooke, near by. Gas from the Evanston works is already in several of the houses of South Evanston. Whenever Evanston shall have a system of water works, (which will be next year, the preliminary steps having been already taken,) South Evanston will be supplied from the same mains. The proposed horse railway through Evanston, north and south, is also to extend through South Evanston. The frame depot already built for the Northwestern railway (an impecunious corporation which cannot afford to build its own depots) is being replaced by a brick one, with a capacious side track also donated to the Company by private enterprise. The rates of fare by this route to the city are fourteen cents per ride by the hundred rides, or \$66 per year ; and there are a dozen or more trains per day, at convenient hours, which may be taken at this depot.

South Evanston is on the line of the contemplated Lake Shore drive, which already reaches within four miles of it, and which will be speedily finished along the front of the Arnold tract.

The reader is prepared to hear that an exceptionally intelligent class of population has appropriated to itself the advantages of the place as fast as they have been developed. Among the freeholders and citizens of South Evanston are the following gentlemen : Gen. Julius White, U. S. Minister to Buenas Ayres ; Hon. J. B. Adams ; Elijah Warren, Esq. ; C. Shackelford, Esq., formerly of the Chicago School Board ; Mr. Charles Randolph, Secretary of the Chicago Board of Trade ; Major Rufus Cheney ; Mr. J. T. Baker ; Mr. Jas. F. Keeney ; Mr. A. E. Warren ; Mr. Arthur Truesdell ; Mr. W. M. R. Vose ; Mr. Timothy Dwight ; Mr. Jacob Rinn ; Mr. Isaac Seelye ; Mr. J. C. Ambrose ; Judge Ide ; Mr. E. Allen Downs ; Mr. D. F. Keeney ; Mr. Bramer, of Hart, Bramer & Co. ; Rev. Prof. Noyes, Pastor of the First Presbyterian Church, Evanston ; Mr. J. R. Darke ; Mr. M. D. Knowlton ; Mr. Burt, of Gray Bros., wholesale grocers ; Mr. S. Harbert ; Mr. Adams, head of the publishing firm of Adams, Blackmar & Lyons ; Mr. S. Goodenow ; and many others. The residence of Gen. White, on Judson avenue, is worth, with its grounds, \$20,000 ; that of Mr. Adams, on Washington avenue, \$8,000 ; that of the Rev. Mr. Noyes, corner of Judson and Greenleaf avenues, occupies a lot 100 by 190 feet, and is worth \$10,000 ; that of A. L. Winne, corner of Hinman and Greenleaf, same dimensions, \$12,000 ; that of Charles Randolph, a new house just south of the above, same dimensions, \$12,000 ; that of Mark D. Knowlton, on Hinman avenue, same dimensions, \$10,000 ; that of Mr. Elijah Warren, on Chicago avenue, \$15,000 ; that of Mr. S. Goodenow, on Ridge street, occupying ornamental grounds, 300 by 600 feet, is worth, with them, \$45,000 ; that of Albert E. Warren, on Hinman avenue, 100 by 173, is worth \$10,000 ; that of J. F. Keeney, on Wheeler avenue, 200 by 173, \$13,000 ; and so on.

EVANSTON.

Some twelve miles northward from the city of Chicago, beautifully located on the lake shore, stands important, intellectual, ambitious, wealthy Evanston. The most considerable in size and population of any of the suburbs that surround the city, Evanston, by reason of the enterprise of its inhabitants, and the eligibility of its location, seems determined to maintain in the future the proud position which it has secured in the past.

The old foggyish idea that a residence in a suburb or in the country must perforce be unprovided with all the comforts of a city home, has long since exploded, and the Evanstonian holder of real estate inclines to the belief that if a man seeking relief from the pressure and din of a large city, is offered in its own case the quiet comfort of a town of 4,000 people, that it will be more acceptable than if there were but 400 people in the place, all told. They are undoubtedly right. It is owing to the influence of the same law that large bodies are continually absorbing small ones; and so on, *ad infinitum*.

Some years since in the long ago of Chicago suburban history, Dr. Evans, a respectable gentleman of the city of Chicago, builded himself a residence on the lake shore, and there spent the summer months. The residence is still standing to-day, the property of Dr. Evans, who, since the days when he located himself, the first white settler on the ridge which contributes so much to the beauty of Evanston, has graduated into high office, ruling the destinies of Colorado in the rôle of Governor for some years. Sometime after the doctor had settled in the woods, a few gentlemen connected with the Methodist Episcopal church, being prompted thereto by their wish to promote the cause of knowledge, both spiritual and worldly, organized a university corporation.

Even in the early days of 1838 the future of Chicago seemed big with promise, and the new Company did not hesitate to invest so large a sum as \$25,000—in those days a considerable land investment—in the purchase of 400 acres of land lying about ten miles above the city. A name was wanted for the place, and Dr. Evans was respected. Following time-honored custom, the managers decided to call the place Evanston, and no change has been made up to the present day. Since that time the name of Evanston has become familiar throughout the whole country. Its seats of learning have supplied illustrations for the leading pictorial papers, and their classes have sent forth talented, able, conscientious teachers to till the earth's intellectual fields in all directions. The Northwestern University, which was the final outcome of the efforts of the gentlemen referred to, ranks among the highest of the educational establishments of the country, and in the success which has attended it throughout its career, and promises to reward the future efforts of its managers, it will come honorably out of a comparison with any of the older and more renowned eastern institutions.

The location of the University is on a beautiful tract, lying east from the depot, and near the lake shore. The main building is constructed of Athens marble, is of elegant proportions, and unique character. Containing no dormitories, the whole building is devoted to the use of the college. In its immediate neighbor-

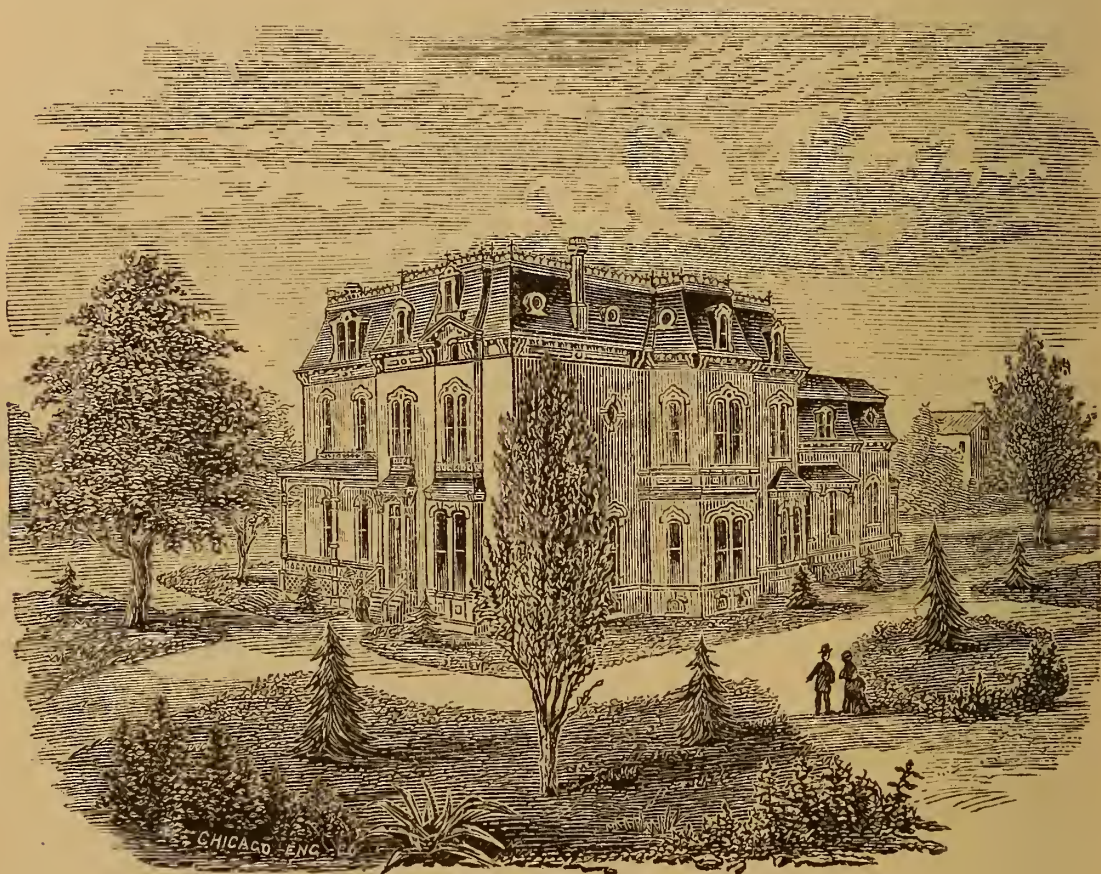
hood stands the old University building, of wood, and four stories in height. The trustees have determined to use the old building as a preparatory school, for which it is excellently adapted. A splendid library, excellent arrangement, careful tuition, fine grounds, and pleasant views, render the University a most desirable place for the education of the young. It is now under the presidency of Rev. Dr. Charles H. Fowler, whose originality and acknowledged ability promise to make him as famous as chief of the Northwestern University as any of the old masters of Rugby or Eton, Harvard or Yale. The new University building cost \$120,000, and the old one, which is three stories high, cost \$10,000. In the first mentioned edifice there are fifty rooms, including a chapel, laboratory, library, museum and lecture rooms, with professor's private rooms adjoining.

The present annual income is \$18,000. The Board of Trustees was organized on June 14, 1851, and at a meeting held June 23, 1853, Rev. Dr. Clark T. Hinman was elected President; Rev. Abel Stevens, Professor of Rhetoric; Henry S. Noyes, A. M., Professor of Mathematics; and the Rev. W. D. Godman, Professor of Greek. The present faculty consists of Henry S. Noyes, A. M., Professor of Mathematics; Daniel Bonbright, A. M., Professor of Latin; Oliver Marcy, A. M., Professor of Natural History; Louis Kistler, A. M., Professor of Greek; David H. Wheeler, D. D., Professor of English Literature; Henry M. Bannister, Ph. B., Curator of the Museum; Robert M. Cumnock, A. B., Instructor in Elocution; John W. Ravel, A. B., Assistant in Mathematics; Louis A. Kistler, Librarian.

The trustees of the University still hold property valued at over \$700,000; and firmly believe that before 1880 the lands will have quadrupled in value.

But the town of Evanston is not content in the possession of one seat of learning. It boasts of several, all of which are first-class. Beside the school system, supported by the town, which is managed on a very liberal scale, there are located in the town the theological school known as the Garrett Biblical Institute, the Women's College, which is the old Northwestern Female College, converted into a branch of the University, etc. Of these special institutions, the first named is the most important. Its building, known as Heck Hall,—so named in commemoration of Mrs. Barbara Heck, the mother of Methodism in America—is an imposing structure, although less ornate than that of its immediate neighbor, the University. The edifice is built of Milwaukee brick, is six stories in height, and contains seventy-seven rooms, well furnished. It was erected in 1866 as a centenary memorial edifice of the Methodist Episcopal Church, and publicly dedicated the 4th of July, 1867. Its entire cost is \$62,000—building, \$52,000; furniture, \$10,000. The centenary offerings received to defray this expense amount to \$50,000, donated by forty-seven annual conferences. The Faculty consists of Rev. Daniel P. Kidder, D. D.; Rev. Henry Bannister, D. D.; Rev. Minor Raymond, D. D.; Rev. Francis D. Hemenway, A. M.; and Prof. James S. Jewell, M. D. The first building of the Biblical Institute, erected in 1856, costing \$15,000, is now used as a boarding hall for students. During the time, 267 students have enrolled, 58 have graduated, 100 have entered annual conferences, and 6 have gone on foreign missions. Three years complete the course of study, the junior year consisting of studies biblical, doctrinal and homiletical; the middle year, exegetical, doctrinal, ecclesiastical and homiletical; and senior year, homiletical, pastoral and doctrinal. The library of Heck Hall contains about 3,000 volumes. The reading room, connected with the library, contains standard literary and theological reviews and newspapers of proper character.

Governed by its own Board of Trustees, it has a separate faculty, and stands on a very solid and substantial financial foundation. Principally from the property bequeathed to it by the late Mrs. Garrett, aided by other noble contributions, the endowment of the institute now amounts to about \$300,000. A laudable effort has been made by the faculty of the college to bring up its students to a high standard; and success has very generally attended their efforts. The alumni of the Garrett Biblical Institute are known throughout the wide world, and in the rôle of ministers or missionaries are doing noble work.



RESIDENCE OF CHARLES E. BROWNE, ESQ.

This handsome residence is located on one of the most commanding sites in the village of Evanston. It is situated on what is known as "the ridge" — a strip of high land — overlooking the village, and also commanding a fine view of North Evanston at the north, and the prairie, at the west. As will be observed, the architecture embraces, principally, the renaissance villa style, and the main features are characteristic of the prevailing style of the sixteenth century. The combination is novel and pleasing, and attracts much attention. The interior is well finished, and furnished with all modern appliances, and as it is conveniently arranged throughout, is a very desirable residence. Its cost was about \$20,000. The lot is large and well located, and susceptible of high ornamentation.

A beautiful building, costing \$50,000, has just been completed for the Evanston

Women's College for Ladies. The president is Miss Frances Willard, a most estimable lady and a preceptress of acknowledged ability.

Evanston proper is a rapidly growing, respectable, sober, prosperous place. It is flanked both on the north and south by additions, known respectively as North and South Evanston; but the determined efforts on the part of the promoters of both Evanstonian suburbs has not yet been able to wrest the supremacy away from the mother locality.

Evanston differs from many suburbs—notably lake-shore suburbs—in respect to the manner in which it is laid out. Its streets run at right angles, and show no suspicion of a curve either to the right or left. In keeping with the sober character of the men who went into the speculation away back in 1838, the curved lines which form the distinguishing traits of some suburbs met with no approval. Evanston bears the stamp of its devoutly-inclined founders. Its garb is cut as squarely as though it were of “the cloth,” and its morals are as strict as those of a New England village. By a wise calculation, the founders of the University inserted a provision in its charter providing that for a distance of four miles from the University building it should not be lawful to sell liquor of an intoxicating kind. The residents of Evanston are, therefore, compulsory teetotalers, so far as public drinking is concerned. The fact is to be commended—the law is strictly enforced, and apparently willingly obeyed.

In 1871, the town became incorporated, and is now ruled by a Board of Trustees, the public schools being under the care of a Board of Education, both bodies being elective. The present mayor is Mr. C. J. Gilbert, a grain merchant, who is now filling his second term of office. The members of the board have proved themselves an enterprising, trustworthy body, and the interests of the town are not likely to suffer in their hands. Mr. S. K. Bannister fills the position of Clerk of the Board.

The chief public work which is being pushed this year is the water-works, for which, out of the levy of \$90,000 for taxes, \$70,000 is to be devoted. The town voted in favor of the erection of Holly works, to cost about \$120,000. They include a crib out in the lake, and connecting pipes all over the town.

There is some considerable feeling amongst portions of the town's population on the question of the exemption from taxation of the University buildings and lands. These comprise about one tenth part of the entire valuation, and yet contribute nothing to the support of the town government, from which they derive all the benefit that others who pay receive. The question of their exemption will probably soon be decided. On the instance of Mr. James Root, County Attorney, the property was assessed this year. Legal measures are, if necessary, to be resorted to, to enforce the assessment.

The valuation of real estate is about \$1,200,000, and, thanks to constant improvement, it shows a decided advance yearly. With the construction of the projected street railway, the figures will be still further advanced. There have been about a hundred houses erected during the season, and half a dozen brick stores. The market value of real estate in the central part of the town is from \$40 to \$100 per foot; business property is valued at from \$75 to \$150 per foot front. On Davis street, where the principal stores are located, \$200 per front foot is asked. A trade at \$140 per foot was made a few days since. For the last five years, the advance on some classes of property has been from 30 to 50 per cent. per annum; on others,

prices have about doubled in five years. The advance in South Evanston property has been within the last few months more rapid than in the town proper, but the figures commanded by Evanston property can never be touched by that located in the adjoining suburbs. Evanston is pretty evenly divided by the line of the Chicago and Northwestern railroad. The line runs along the level about equi-distant from the east and west ridges. These ridges constitute the most acceptable part of the real estate. They are very picturesque, and are covered with many elegant residences. The value of land in their neighborhood is from \$75 to \$150 per foot, and but little of it to be had. There is a wholesome rivalry existing between the residents on the two ridges—they vieing with each other in the competition as to which shall own the prettiest places. The east side of the town was the first settled, but the population on the west side is now quite equal to that on the other side. When the Chicago, Milwaukee and St. Paul railroad shall put in a branch to the town, and the belt railroad shall come to its boundaries, the real estate owners on the west side look for a day of harvest that shall surpass the most sanguine expectations. On the other hand, the east side people are looking earnestly for the completion of the lake shore drive from the city, which shall be, when finished, one of the handsomest carriage ways to be found in the world. A large number of workmen are employed in the town, and the receipts of lumber are very heavy. The population of the place is increasing rapidly, and while the real estate business during the past summer has not been so lively as in previous years in the history of Evanston, sales have been made at advanced prices, and the erection of dwellings has proceeded without a break.

The population of Evanston includes many well-known Chicago merchants, and bears the reputation of being of the best character generally. The air of intense respectability which clothes the average Evanstonian is relieved by his devotion to music, to literary evenings, to the work of the gospel. The people are most homogenous, and scarcely an evening passes but is celebrated by some gathering at which the feast of reason and the flow of soul proceed uninterruptedly along. The lovely undulations of the country afford many excellent sites for handsome dwellings. They have been utilized so well that Evanston is well provided with charming dwellings, showing a cultivated taste on the part of their builders, and a capacity for enjoyment of the esthetic and beautiful on the part of their owners and occupants.

Among the gentlemen who own pretty places in the town are the following, most of whose names are familiar as household words in the Chicago business circles: Hon. H. B. Hurd, Hon. J. D. Easter, Mr. Andrew Sherman, Mr. Edwin Lee Brown, Dr. S. N. Davis, Mr. L. L. Greenleaf, Mr. A. J. Brown, Mr. E. Hoskin, Rev. Dr. Raymond, Mr. Hugh White, Mr. E. R. Paul, Mr. Charles Comstock, Mr. Isaac R. Hitt, Mr. C. J. Gilbert, Mr. E. W. Blatchford, Mr. R. E. Lee, Mr. W. N. Brainard, Mr. J. M. Williams, Mr. Charles Grey, Mr. S. P. Lunt, Dr. H. Bannister, Mr. Joseph Lyon. Evanston also includes among her residents Gen. J. L. Beveridge, governor of the state; Gen. Arthur Ducat, Col. Gamble, Bishop Thompson, Professor Masey and Professor Noyes.

The residences of all these gentlemen are elegant in the extreme, and particular mention would be invidious. They show an enlightened taste and a ready purse—two most excellent things.

NORTH EVANSTON.

The passenger depot of this rapidly growing and highly popular suburban village is located just one mile directly north of Evanston, on the line of the Chicago & Northwestern railroad. The place has been subdivided into small residence lots, which have been purchased, during the past season, by enterprising, energetic go-ahead people. By dint of these characteristics on the part of the citizens, North Evanston now boasts several business houses, schools, churches, etc., besides scores of elegant residences, all of which combine, in conjunction with the already improved condition of the spacious and nicely graded thoroughfares, shaded with large trees, in forming what may be truthfully termed an inviting suburb.

The original owners and promoters of the village were Messrs. C. E. Browne and C. L. Jenks, and Dr. Kidder. These gentlemen owned large acre tracts, which were subsequently sold out, in tact, or subdivided and disposed of in small parcels. The heaviest buyers of acre property were Mr. John Culver, who selected ground lying west of the depot, some of which is covered with handsome forest trees; Messrs. Commons & Best, who purchased a little south of the land of Mr. Culver; and Messrs. Samuel Polkey, W. P. Thayer, and others. The majority of these several transfers were consummated during the year 1873. Each of the owners have largely contributed toward improving the property, by first subdividing, and then grading streets, laying sidewalks, planting trees, building houses, etc. The original price of the property, by the acre, was \$65, but it now readily sells at from \$10 to \$40 per foot. As an indication of the rapid increase in value at this place, we here insert an advertisement, taken from a Chicago paper, published six years ago, showing the exact figures at which property could then be purchased:

"I will sell a few acre lots, a little north of the Biblical Institute, for \$200 per acre, and an 80-acre lot of choice fertile prairie, one mile from the village, at \$75 per acre."

At the time this was published the opinion was not unfrequently entertained that "prices were inflated," and that the "bubble would burst," etc. This offer was made by Mr. C. E. Browne, above alluded to. It shows that what was then obtainable at \$75 per acre, now commands \$6,000 and \$7,000 per acre. In fact he has actually sold one lot at the rate of \$8,000 per acre.

Since the above acre purchases were made, scores of other less extensive transfers have been effected to different parties. Messrs. Geo. Bartalott and A. T. Ewing purchased twenty-seven acres, which will be improved. Other sales of minor importance have been made at different times, so that nearly all the North Evanston property now on the market is in small acre tracts of less than fifty acres each. In order to show up the extent of the real estate business of North Evanston, and its ultimate success, we will cite one or two instances: Mr. John Culver has sold upward of \$72,000 worth of his property, which is in part owing to the desirability of the land, and the splendid inducements offered to the *bona fide* settler; Messrs. Commons & Best sold all of their first purchased tract, and immediately purchased

another tract adjacent. Of this they have sold a large portion, and already many fine dwellings are erected on either plat. At an auction held by them late in the summer, the prices realized were far in advance of the original price ; and buyers were so eager to obtain lots at the ruling auction rate — which averaged \$10 per foot — that, after selling about \$20,000 worth, withdrew the balance, thinking it was worth much more.

Among the handsomest residences, that of Mrs. Valentine is perhaps the most worthy of note. It is a modern-built brick house, well fitted and furnished throughout, and occupies the center of a large lot, variously ornamented with shrubs, trees, etc. Mr. John Culver resides in a fine residence, and Dr. O. L. Jenks has an equally desirable home. Of the residents occupying houses of the better class, we notice those of Rev. Dr. Kidder, B. F. Stanley, Samuel Polkey, William Jenks, H. C. Fulton, W. Blackburn, S. W. Bremer, and others. With the coming of next spring, a heavy increase in building operations is confidently anticipated.

Some of the finest streets in North Evanston are Park avenue, laid out by Mr. Culver, 150 feet wide ; Lincoln avenue, running through the property of C. E. Browne, D. P. Kidder, and S. Polkey, is 100 feet wide ; Forest avenue, 100 feet wide, runs through the property of C. L. Jenks ; Evanston avenue is 100 feet wide, and is being rapidly built up. A number of streets are projected, running through the entire length of the suburb, and connecting with the main streets of Evanston, the result of which, by giving easier access, will be to hasten the manifest destiny of the place, which is to become a part and parcel of its prosperous southern neighbor. They will also afford means of access to the Lake Shore drive, when it is completed, as proposed, to the town of Evanston.

WILMETTE.

The origin of Wilmette dates from a treaty made in July, 1829, between the United States Government and a band of Indians at Prairie du Chien, by which 1280 acres of land lying on the shore of Lake Michigan, fourteen miles north of Chicago, was ceded to the use of a half-breed squaw, of the Pottawatamie tribe, and her eight children. The place takes its name from her French husband, Anton Ouilmette, who resided with his family in a log cabin, which he built on the tract, for twenty years, when the feet of the advancing white man strolled over its confines and the land was transferred to his dominion. The first of the pale faces who settled upon it was a young Scotchman named Alexander McDaniels, who came upon the land in 1836, and has remained upon it ever since. He amassed a large estate by habits of sobriety and industry. Mr. McDaniels has been, and is, one of the most prominent contributors to the success of this now largely settled suburb, giving liberally to public enterprises and selling out his lands at prices attractive to the settler.

In the years 1838-9, the Ouilmette family sold a part of their lands and removed to the east shore of the Missouri, settling at Council Bluffs. A part of the family returned in 1843-4 and sold their remaining interest, under approval of the government. After several subsequent transfers the land fell to the possession of the present proprietors, and the village, then called Grosspoint, was named Wilmette. The spelling was altered to indicate the correct pronunciation of the word. In the year 1861, Mr. H. A. Dingee purchased the last of the Ouilmette property, 270 acres, paying \$4,000 for it. Until the suburban movement was fairly begun in 1868, little else of note transpired relating to this particular estate. At that time the rush of population to the city caused increased demands, and consequently higher prices for rents, and the railway companies began making commutation rates to the suburbs, putting on extra trains, etc., which has had the effect of inducing a large number of our citizens to seek homes within their boundaries where they could enjoy the freedom of the country, its pure and healthy airs, romantic sites, and enticing woodlands and streams, and at the same time pursue their active business life in the city. Wilmette naturally attracted marked attention from the beginning. Its rolling surface covered with forest groves, its excellent soil, and other natural advantages, besides its nearness — only two miles — to the prosperous town of Evanston, and consequent easy access to the excellent institutions of learning, handsome churches and common schools, moved a number of our well-to-do citizens to fix upon it as their country seat. The owners of the property yielded to the pressure and founded a village. Messrs. Alex. McDaniels, H. A. Dingee, Hy. W. Blodgett, Simeon V. Kline, J. G. Westfall and others, began, in 1869, to lay out streets and build houses, which they offered at tempting rates and on easy terms to actual settlers. A depot and platform was built in that year under agreement with the Chicago & Milwaukee railway company to stop a train each day.

The sales of land in that year were made at the rate of \$150 per acre. In 1870, at \$200 per acre. In the following year the mode of transfer was changed from

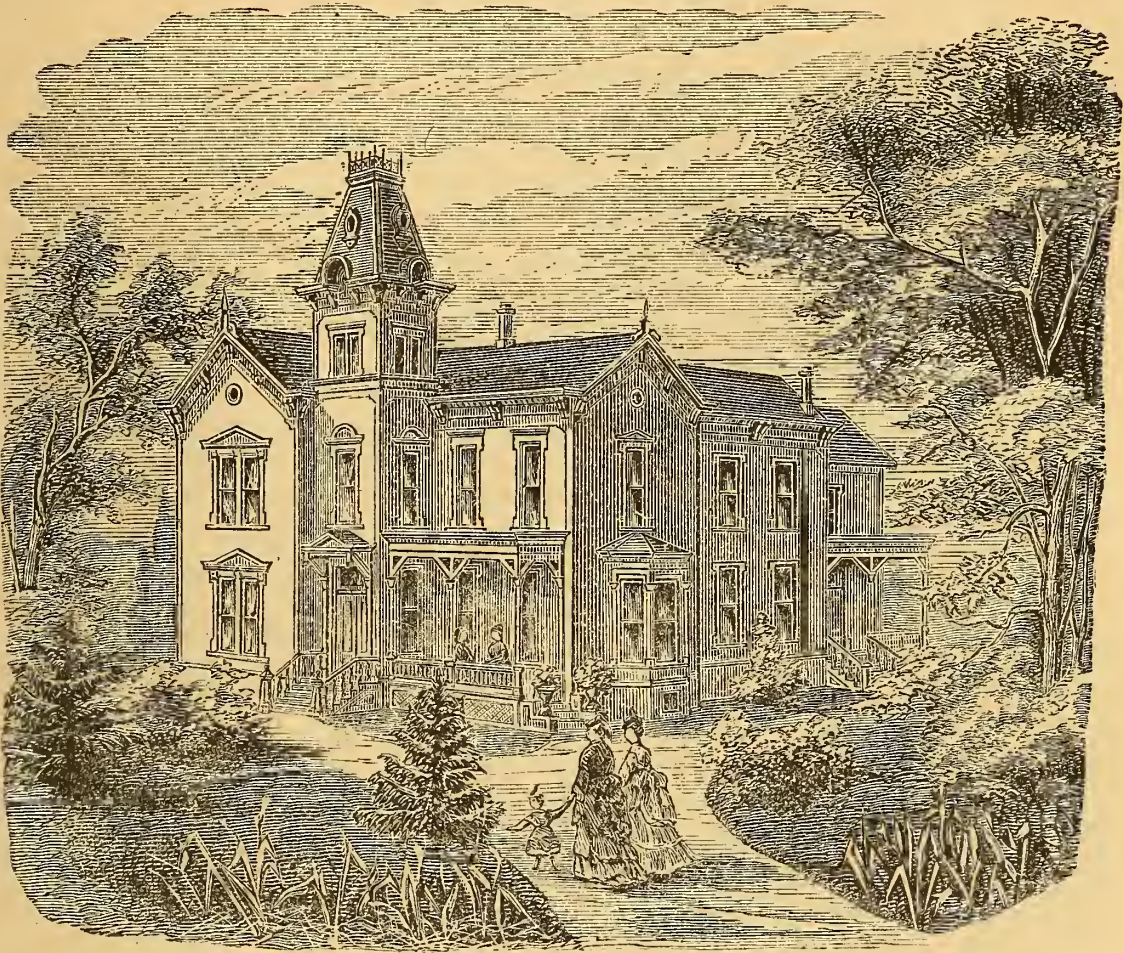
acres to lots and blocks, which brought from \$2 to \$3 per front foot. The present values range from \$10 to \$15 per foot. The village was incorporated under the general law of 1872, and the following gentlemen elected trustees: A. McDaniels, A. T. Sherman, Amos Shantz, C. T. Boggs, B. M. Munn and J. G. Westfield.



UNION CHURCH.

A. Vail was made Village Clerk, Norman Hall, Treasurer, and M. A. Gedney, Street Commissioner. The corporate limits of Wilmette include, besides the northern section of the Ouilmette estate, a part of sections 27, 28 and 33, in town 42, range 13. The land has an elevation of thirty-two feet above the lake, and the streets are beautifully shaded by forest trees. There are now about sixty comfortable houses on the tract, many of them being the elegant homes of Chicago business

men. The village is included within the four-mile radius of the Northwestern University at Evanston, within the bounds of which liquor is by law prohibited to be sold. The public necessities are supplied by a large school-house, used for a time for both school purposes and as a house of worship. A neat Union church, illustrated with this chapter, has been erected this summer at a cost of \$7,000. Its pulpit is supplied every Sunday morning by members of the faculty of the Uni-



RESIDENCE OF ASAHEL GAGE, ESQ.

versity. The building is above the average suburban edifice both in cost and architectural merit.

In business places, Wilmette is sufficiently supplied for its present population. A post-office has been in operation for two years. A grocery, meat market, furniture store, two shoe stores, a tin shop, and a broom factory are already in operation. Twelve miles of streets are graded and 20,000 feet of sidewalk laid. This last feature adds greatly to the comfort of villagers. Among the prominent gentlemen who are residents at Wilmette are the following: A. McDaniels, J. G. Westfield, Jas. L. Stewart, Chas. P. Westfield, Samuel Dingee, A. T. Sherman, T. B. Morris, Samuel Mitchell, Rev. M. C. Springer, J. J. Russell, B. M. Munn, Chas. A. Vail, R. S. M. Bennett, Asahel Gage, real estate dealer, J. W. Finney, of the firm of Finney & Springer, real estate, Moses Gledan, W. H. Kinney, R. W. Chappell.

B. Jennings, A. Shantz, Rev. C. Dorsett, N. Smith, S. H. Doe, J. C. Griffiths, and L. Hibbard, of Hibbard & Vaughan, proprietors of Wilmette nursery. This nursery embraces thirty-five acres of land devoted to the culture of shade trees and shrubbery. The soil is a mixture of sand, gravel and clay, and is therefore especially adapted to the cultivation of trees and fruit growing.

The most prominent residences are owned and occupied by Messrs. McDaniels, Asahel Gage, Stewart, Sherman and Westfield. The structures cost from \$4,000 to



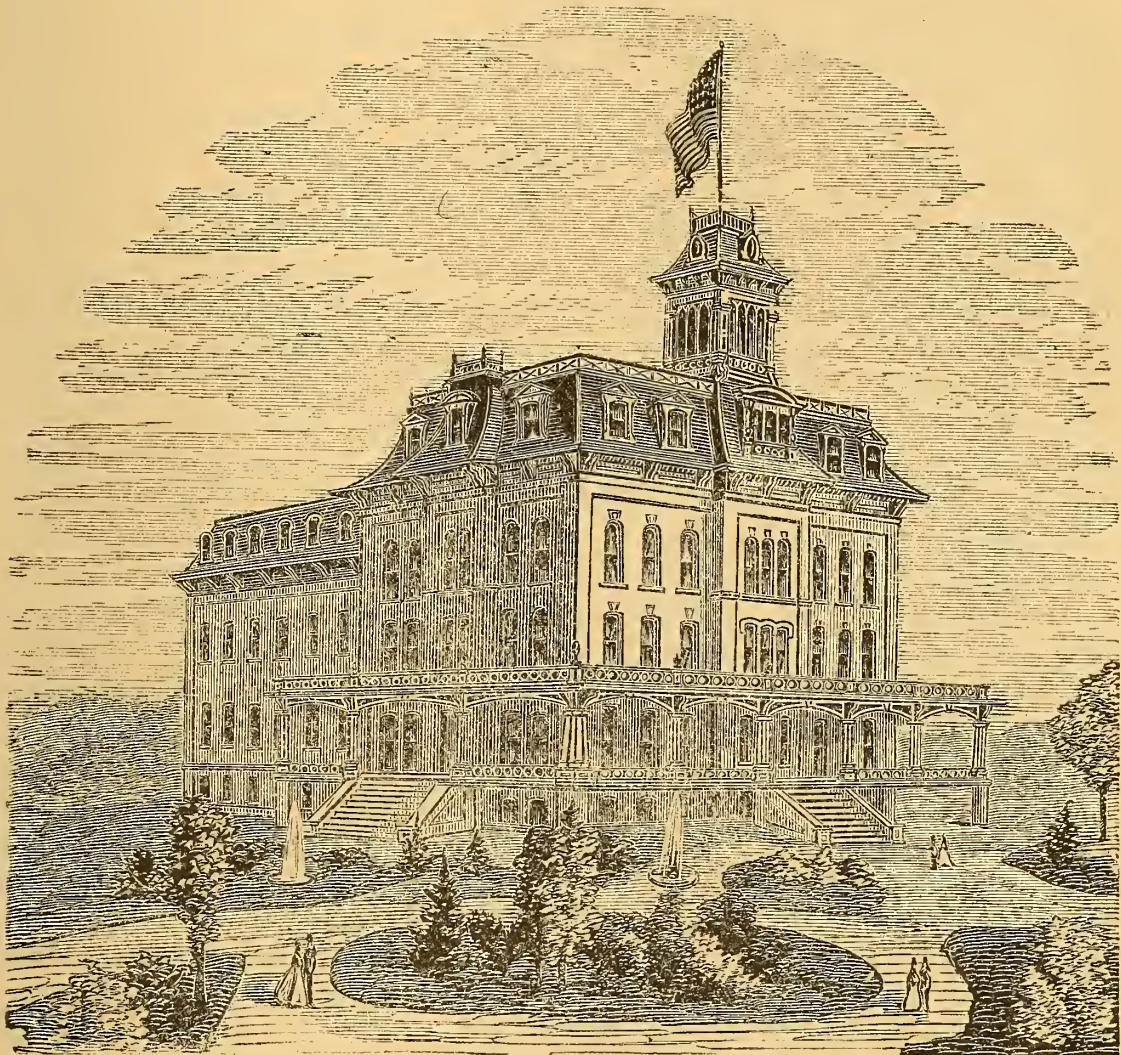
RESIDENCE OF ALEXANDER MCDANIELS, ESQ.

\$10,000 each. Two of these residences, and the excellent hotel, being erected, we deem worthy of illustration.

The residence of Asahel Gage, Esq., the reader will at once admire for beauty and originality of design. The house is very large, and all its apartments are spacious and arranged in strict conformity to the most approved modern requirements. The grand parlors, library, sitting rooms below, and sleeping rooms above. The bay windows, front and rear verandas, and the symmetrical tower, through which is the main entrance, as its salient outside features; the splendid grounds, adorned by nature and art which surround it, all contribute to the general desirableness of this delightful home. Mr. Gage expended \$10,000 on the house, and a large amount on the grounds, and has secured a villa which would suit any one who is reasonably easy to please.

The residence of Alexander McDaniels, Esq., is a neat Gothic structure planned

with a view of cozy comfort, which, from the picture, appears to have been successfully carried out. The trees and shrubbery about it are thrifty and handsome, while in the rear is a very inviting grove. The dwelling and out-houses correspond, and about the whole site there are evidences of good taste and ample means. The improvements are worth \$8,000.



WILMETTE HOTEL.

The plan of the Willmette hotel, to be erected in the spring, is faithfully represented in our illustration. It may seem to the reader that the building is larger than the necessities of a new suburb demands, and this is true as far as present needs are concerned, but, the past activity of transfers, rapidity of building improvements, and fine natural location of the village, have convinced the proprietors that all its rooms will be in demand as soon as completed, for transient boarders and as a family hostelry. Many prefer boarding to building, and are willing to pay any reasonable rate for superior accommodations. That the facilities of the house will be of a first-class character throughout is a matter beyond question. It will be one of the best hotels in the vicinity of the city, and the enterprise will doubtless repay the \$20,000 investment already pledged for its construction. It is just such liberal

ventures as this which inspire confidence in the place, and there will doubtless be no difficulty in making a success of the undertaking. The structure will be of wood, three stories and basement with Mansard roof. The grounds will correspond with the house, and will require a large additional expenditure.

The principal owners of the village tract, at present, are Messrs. McDaniels, Gage, Dingee and C. D. Paul & Co. The last named firm — formerly Greenleaf & Paul — purchased fifty-six acres from Mr. Dingee, in the spring of 1872, for \$500 per acre, and shortly afterwards another tract of fifty-six acres at \$700 per acre. Of these tracts they have sold thirty lots at from \$7 to \$9 per front foot. This firm donated the land on which the church stands. They have, within a year past, expended a large amount in clearing up the land, and, last summer, they erected six houses on their interest. Mr. J. G. Westfield, whose house stands on the site of the old Ouilmette cabin, keeps a real estate office in the place and does a prosperous business. Mr. Asahel Gage owns 130 acres on the lake shore near the village which he intends to subdivide at an early day. He has already expended \$10,000 in improvements. Mr. McDaniels has about 100 acres in lots for sale. Mr. Dingee, the largest owner, has expended the princely sum of \$90,000 in building and other improvements, and has made sales to the amount of \$100,000. Mr. Westfield is Mr. Dingee's agent. Messrs. Finney & Springer own a few choice blocks in the place, and are agents, also, for other parties.

The railway facilities are better than the average. Six trains stop each day, and the commutation rates are only \$17 per 100 rides, or \$75 per year. A \$2,500 brick depot will be erected next year.

H. Palmer, Esq., has recently sold an undivided one-half moiety of his 16-acre tract to Hon. D. W. Munn and Benjamin M. Munn, and the whole has already been subdivided and platted into lots, 50x162 each, and the alleys, streets and avenues are being graded. A living spring of pure water, immediately adjoining the property, is to be made available for useful and ornamental purposes. The owners contemplate building in the early summer three handsome houses for their own residences. Being only two blocks from the railroad depot, which is reached by means of a good, substantial plank sidewalk, and fronting, as do all the lots, upon two of the principal avenues, one of which is eighty feet wide, no doubt this subdivision, with its natural grove of forest trees, is destined to become the rural retreat of some of Chicago's best citizens.

WINNETKA.

This pretty suburb, on the shores of Lake Michigan, is situated on the Milwaukee division of the Chicago & Northwestern railroad. It is about twelve miles north of the city limits. At this point the railroad runs nearer the lake than at any other along the road, being about a half mile distant from its bluff shores.

The town was originally laid out, in 1854, by Messrs. Chas. E. Peck and Walter S. Garnee, who adopted the Indian name, signifying "beautiful land," as the name for the suburb. On the ridge, at that time, land sold for \$50 per acre; on the lake shore, for \$100 per acre. The first resident was Mr. James L. Wilson, who was quickly followed by the Hon. Artemas Carter. The population of the suburb is

now about 700. Last year \$55,000 was expended in improvements. The village was incorporated in 1869.

Winnetka is located on a ridge about eighty-five feet above the level of the lake ; the bluff on the shore is about fifty feet high, thus giving a beautiful view of the lake. The ground on which the village is located is covered with a fine, natural growth of timber.

The northern portion of the village, comprising several hundred acres, is owned principally by Messrs. Timothy Wright, Jared Gage, Gilbert Hubbard, and Hon. Artemas Carter. This tract includes the ground around the new station of "Lake-side," near which has been built several handsome residences. The following deserve to be mentioned: That of Mr. G. W. Stoutenburgh, of the firm of Lord & Smith, and that of Mr. Jared Gage, of the Fidelity Savings Bank.

In the southern portion of the village, Mr. J. T. Dale owns two tracts, one on the ridge, and the other on the lake shore, amounting to sixty acres ; Mr. R. M. Graves owns a tract of twenty acres ; Messrs. Dupee and Evarts, and Mr. David Fales, own about thirty-seven acres ; and Mrs. Staal also owns a tract of about fifteen acres, on the lake shore. All these parties are improving their property.

Winnetka possesses several handsome residences. The home of Mr. Timothy Wright, proprietor of the Ransom Artificial Stone Works, of Chicago, stands in lovely grounds of twenty acres in extent, valued, with improvements, at \$50,000. The residence of Mr. Barnum Blake occupies the opposite block of seven acres, and is valued at \$20,000. Mr. Gilmore has a house and grounds, worth \$16,000 ; and near by, are the rural homes of Mr. E. C. Towne, (now living at the east,) and Mr. Samuel Shackford, the former valued at \$10,000 ; the latter, at \$5,000. Mr. J. C. Garland, in a splendid location, has a handsome residence, built of stone, which, with the grounds, is valued at \$30,000. Mr. R. P. Murphy has an elegant home, situated in a block of five acres. The establishment is valued at \$18,000. South of Mr. Murphy's place, Mr. Jas. L. Wilson has a peculiar, picturesque-looking residence, in a tract of three acres, valued at \$12,000. Mr. Geo. N. Carpenter, late Secretary of the Chicago Christian Union, has a neat cottage, valued at \$4,500 ; on the next lot, Mr. J. J. Brewer resides in a \$6,000 homestead. On Lake avenue, is the residence of Mr. Gilbert Hubbard, in a block of four and one-half acres, valued at \$14,000 ; adjoining is the elegant home of Hon. Artemas Carter, standing in seven acres of a beautiful lawn, and valued at \$18,000. Among the other owners of property are the following : J. O. Smith, J. S. Hamilton, R. M. Graves, A. Goodrich, G. W. Gray, of the law firm of Snowhook & Gray, D. R. Williams, W. W. Burdon, G. W. Richardson, Wm. Randolph, Thos. Copelin, E. A. Filkins, J. K. Pollard, Judge J. P. Atwood, J. T. Shepherd, J. T. Dale, S. W. Osgood, of the law firm of Osgood & Dale, Geo. McKinney, R. R. Stevens, and others.

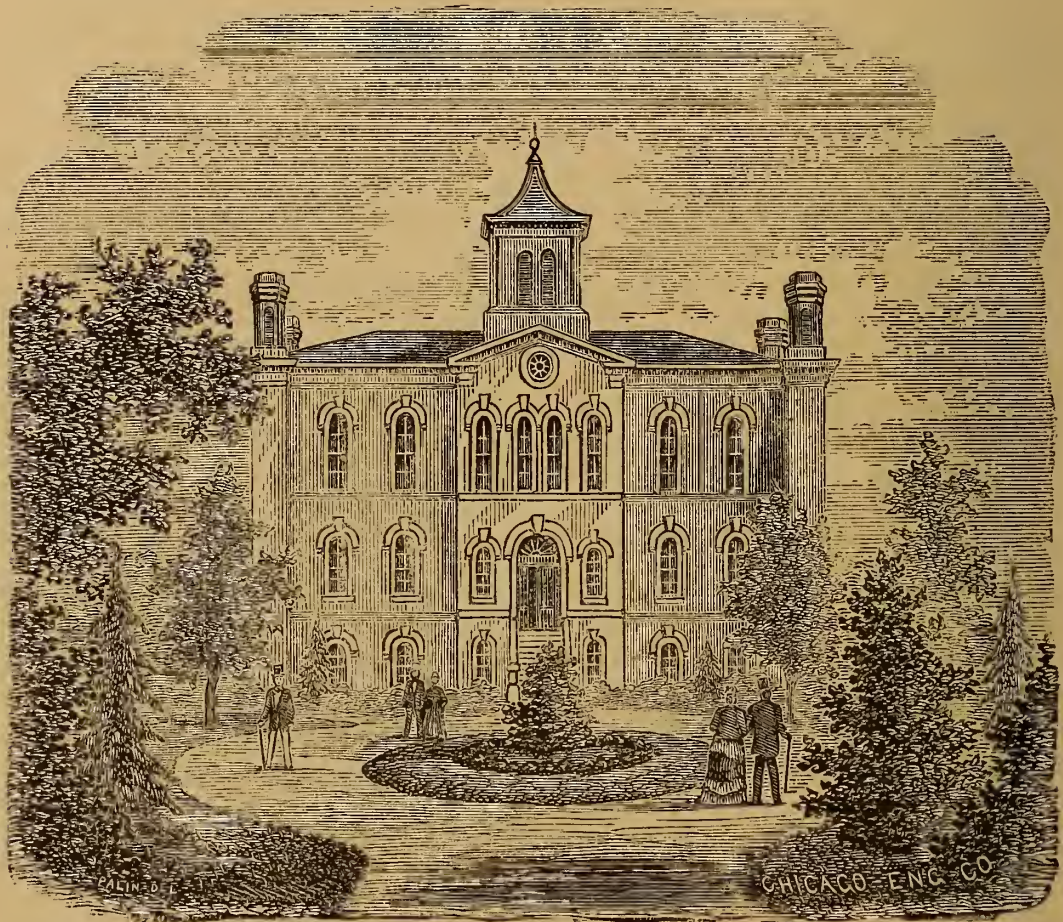
The educational advantages offered by this suburb are first-class. A fine brick academy building, and also a boarding house, have been erected, at a cost of \$26,000. The institution has been leased to the Chicago University for a term of years, and is now under the direction of the managers of the larger institution. Prof. B. L. Dodge and Miss Ida E. Stanley have charge of the pupils, and are very successful. The University has made the Academy one of its preparatory departments. The public school is also excellently managed.

There are two churches in the village, one occupied by the Unitarian society, the

other used conjointly by several denominations, under the name of the "Winnetka Evangelical Association." Professor Hemingway, of Evanston, preaches in the latter; Rev. Robert Collyer, of Chicago, very often lectures in the former. Sabbath schools, bible classes and sociables, are carried on with great success.

The suburb is well provided with general stores, and a pier extending into the lake greatly facilitates boating operations. The train service is excellent, and the commutation yearly ticket only \$76.

Real estate values in Winnetka have been kept at moderate prices. The policy



WINNETKA SEMINARY.

pursued has been a conservative one, and but little attempt has been made to push sales. The following information supplied by Mr. E. T. Dale gives a fair idea of present values in Winnetka property. Mr. Dale has a subdivision on the lake shore, in which he holds lots fronting on Lake avenue and running back to the lake, about 600 feet, at \$25 per front foot. In the rear of these lots is a bluff forty feet high, overlooking the beach. On the opposite side of Lake avenue, lots fronting east, from 175 feet to 250 feet in depth, are held at \$12 per foot, and lots on Groveland and Fairview avenues at \$8 per foot. He has also a subdivision on the ridge, west of the railroad, in which choice lots on Hazel and Linden streets, of 177 feet depth, are held at from \$10 to \$12 per foot.

HIGHLAND PARK.

This attractive suburb, situated on the Milwaukee division of the Chicago & Northwestern railway, 24 miles from the city, shows a most gratifying progress.

The site of Highland Park is similar to that of Lake Forest, four miles beyond. The original plat comprises over 1,200 acres, nearly all lying between the railroad and Lake Michigan. The width of the limits is about three-quarters of a mile, and the length two and a half miles. By this, a fine frontage on the lake is obtained, which cannot be too highly spoken of. The bluff is magnificent. It ranges from 80 to 100 feet in height, and gives a commanding view of the lake, with its fleets of outward and inward bound vessels. The lovely lake view is supplemented with inland beauties, fully on a par with those of other suburbs. The whole twelve hundred acres is covered with a hardy growth of shade trees in great variety; and in lieu of the dull monotony of prairie land, the rolling surface of this suburb is broken up by ravines. These ravines not only please the eye, but provide a natural system of drainage, the full benefit of which it is impossible to over-estimate. Along the bed of the largest, known as the Grand ravine, has been laid out, for three-quarters of a mile, a beautiful carriage drive. This drive is, indeed, one of the main features of the suburb. It is known as the "ravine drive," and is, altogether, about four miles long.

The natural beauties of Highland Park have been supplemented by the skilled labor of man, with much success. This suburb boasts a first-class hotel, built by the Highland Park Building Company, which controls the improvements generally at the Park. The building was designed by Mr. W. W. Boyington, and is in the French style. Its length is 300 feet, and the height three stories. It contains 125 rooms, and was erected at a cost of \$50,000 which the owners are rather likely to soon get back in rents, as the patronage of the establishment by summer sojourners has already been very large.

Much of the beauty of the place is owing to the fact that the Company, immediately after making its purchase of 1,200 acres, called in the aid of good landscape gardeners to lay it out. These gentlemen entered with earnestness on their task, and were successful in evolving a plan which is admitted to be the most happy utilization possible of the natural beauties of the place. The retired character of true suburban residences has been in every case preserved, and great liberality introduced in the division of the land for homes. They divided up the suburb into lots according to the natural lay of the land. On the more level portions, lots were made 100x200 feet in size; and on the bluffs, or where the ravines cut up the territory, they were put at from five to ten acres. By this means, the suburb offers inducements to all—being neither snobbishly aristocratic, nor wholly given over to the poor. Every one can find a habitation suited to his particular wants and means.

The population of Highland Park is about 1,500 persons. The Highland Park Building Association, of which James E. Tyler, Esq., is President; Hon. Jesse O. Norton, Vice-president; and Mr. Frank P. Hawkins, Secretary, has disposed of

about \$200,000 worth of its land, and holds that which is still left at a valuation of about half a million of dollars. The policy of the Company has been, during the past four years, to build and sell, on reasonable terms, dwellings to suit any applicant. Their efforts have been crowned with such deserved success that to-day Highland Park is the second suburban town in point of population on the north lake shore. What is more, it shows every sign of rapid increase in the number of its inhabitants. No intoxicating liquor is allowed to be sold in the town, and to the negative advantages resulting from this, are to be added the positive benefits which are sure to flow from the erection of good school-houses and church edifices. The Presbyterian church, under the care of Rev. E. L. Hurd, and the Baptist, under the pastorate of Rev. George L. Wrenn, both have creditable houses of worship. The Catholics, who include in their ranks many of the American residents in the suburb, also worship in a sacred edifice of their own. The improvements of the suburb include a pier, built for landing building materials, and which also offers opportunities for pleasure parties to enjoy boat excursions. The project of establishing water-works, to bring water direct from the lake to every house in the suburb, has been favorably decided upon, and next season will doubtless see the work actively commenced.

The list of residents of Highland Park includes a large number of most prominent Chicago merchants and professional men. Among them may be mentioned at random the following—W. W. Boyington, Esq., the architect, who lives in a magnificent residence on the lake shore, costing some \$15,000, without its grounds. Adjoining Mr. Boyington's, Mr. John Middleton has a very handsome suburban home; Mr. G. W. Schroeder, the Swedish consul, has a fine residence, built of brick, with every convenience; Col. W. A. James owns a beautiful residence, surrounded by lovely grounds; Mr. J. W. Preston has also elegant premises. Among the list of property owners and residents are also to be mentioned Thos. H. Beebe, C. J. Hammond, John Platt, of Keeler, Platt & Judson, C. R. Field, W. S. Downs, of the firm of Downs & Sias, S. B. Williams, Geo. Denison, Elisha Gray, F. T. French, S. C. Hotchkiss, S. S. Streeter, H. L. Green, Hiram Mosier, James Macdonald, Henry Cummings, Olney Roscoe, Thomas R. Willard, F. P. Hawkins, Thomas H. Spencer, Henry Atwater, and others.

The price paid by the Company, six years ago, for the whole tract embraced in the town plat was only \$40 per acre. Within the past few weeks, they disposed of 85 acres of the poorest land at the round figure of \$1,000 per acre. The present prices of land in the suburb are \$10 to \$25 per front foot on small lots, and \$1,000 to \$2,500 per acre on the larger tracts.

Mr. S. J. Walker owns, among his other vast real estate interests, a tract of four hundred acres of choice property adjoining this suburb on the north, which he purchased five years ago at a very small figure. It will now average \$1,000 per acre—or \$400,000.

HIGHWOOD.

Highwood is a new settlement, on the Milwaukee Division of the Chicago and Northwestern railway, about twenty-four miles from the city. The property was owned by the Rev. W. W. Everts, D.D., and Mr. E. Ashley Mears, who, about a year and a half ago, enclosed about twenty acres of their land, and laid it out in lots. They then built themselves residences. Mr. Mears had an elegant house erected on a commanding hill, at a cost of \$10,000 (in which he lives at present), and two others costing \$3,000 each. Dr. Everts built three houses, costing \$3,500 each. The place, once having been started, grew rapidly, until now there are some sixty houses within a radius of a mile around the depot. The population is about three hundred.

There are some fine native features which commend the situation to lovers of nature. Some of the ravines are from seventy-five to one hundred feet deep, giving to the improved grounds a picturesque appearance.

Dr. Everts has completed an elegant family mansion, and is expending a good deal of money in cultivating the grounds around it. Mr. W. W. Boyington, architect, has a fine residence adjoining that of Dr. Everts, which, with the improvements to be made, will cost no less than \$20,000. Mr. Platt has a brick house which cost \$10,000. Messrs. A. C. Rogers and H. J. Hogarth have completed houses costing \$4,000 each. Mr. S. C. Wilson has a beautiful house, facing the lake, on Railway avenue, which cost \$10,000. Mr. C. H. Summers, of the Western Union Telegraph Company, has a residence near the railway depot, and an office in connection therewith.

Highwood can already boast of a commodious school-house, a post-office, express office, telegraph office, numerous stores, and a tombstone manufactory. A church is about to be built, land having already been donated for that purpose.

A park has been laid out, under the supervision of Dr. Everts, which adds to the attractions of the suburb.

Mr. Samuel J. Walker has recently purchased six hundred acres of land adjoining the park, and has paved the way for an important addition to the suburb by laying it out in lots, and opening Walker avenue, one hundred feet wide, from the depot to the lake. He has also improved the grounds about the depot.

Several other prominent men of Chicago have purchased considerable property adjoining the plat, intending to build residences, and offer the rest for sale in lots.

The following gentlemen have already secured lots at Highwood: James E. Tyler, Judge Booth, John Henry Wrenn and W. F. Brewster, of Wrenn & Brewster, bankers; Grange Sard, Jr., of John F. Rathbone & Co.; Josiah D. Cole, of Norton, Cole & Co.; H. B. Hurd, Evanston; William A. James, of W. A. James & Co.; F. P. Hawkins, Ex-Mayor of Highland Park; B. F. Jacobs; J. E. Burchell; W. W. Boyington; R. E. Goodell; Hon. Jesse O. Norton; Thomas Foster, lumber merchant; and many others.

Messrs. Everts and Mears purchased the first lands around the depot at \$125

per acre ; and one year ago sold the same in lots at \$5 per front foot. It is now held at \$10 per front foot. The property south and east of the depot was sold by W. A. Butters & Co., at auction, in the fall of 1872, in lots of 100 x 200 feet, at an average of \$7 per foot.

The Northwestern railroad company makes almost hourly connections with Chicago, at commutation rates, which the well-to-do citizen finds convenient. A more pleasant ride could hardly be found, the scenery all along the route being one chain of improved suburbs along the lake shore, such as Ravenswood, Rosehill, Calvary, Evanston, Wilmette, Glencoe, which present a succession of elegant suburban residences along the line of the railway.

GLENCOE.

Glencoe is situated eighteen miles north of Chicago, on the Milwaukee Division of the Northwestern road, and is one of the localities favored with a growth of native trees, high ground, abounding in eligible and pretty building sites. Water of good quality is easily obtained at from eighteen to twenty-four feet below the surface.

Improvements on this tract began in 1869, and many houses are erected, and some little business already established. The principal houses are owned by G. H. Williams, J. W. P. Hovey, J. C. Starr, Dr. Nutt, Gen. Howard, A. H. Hovey, C. L. Jenks, Chas. Ritchie, and M. W. Wilmarth. The value of the houses ranges from \$4,000 to \$12,000. The village has a good school, and a church edifice.

It is claimed that \$185,000 have already been expended in improvements. Commutation fare is eighty dollars per year, and accommodation trains are numerous.

LAKE FOREST.

In 1856, the Lake Forest Association was formed by the members of the Presbyterian churches of Chicago. This Company was organized for the purchase of lands at Lake Forest, with a view to the erection of a university, and other institutions of learning. About 2,000 acres of land were purchased by the Association, 1,400 of which went into Lake Forest, 39 acres were given to the university for building ground, 10 acres to the female seminary, and 10 acres were set aside for a park. Alternate lots were retained for the benefit of the university, and the others sold ; and so rapidly did prices advance, and the suburb take a leading position as the favorite resort of the better class of Chicago's inhabitants, that the scheme proved an undoubted financial success. The Association still holds about 600 acres of land, at prices varying from \$300 to \$1,000 per acre. Its Board of Directors is comprised of the following gentlemen ; Hon. H. P. Pearson, G. L. Dunlap, Chauncey T. Bowen, Ira Holmes, Hon. C. B. Farwell, Samuel McLaren, of New York ; K. N. Spruance, Gen. Stager, Page and Sprague. The late Alexander White was also a member of the Board. The Company have built an elegant hotel overlooking

the lake, and carried on different improvements all with admirable results. The hotel has been filled with visitors during the summer, and constitutes a resort which "is becoming (in the language of a Forester) as great a favorite with Chicago people as Newport or Long Branch is to the heated and worn out denizens of New York and other eastern cities."

The university has not yet been built, but excellent educational establishments are found in the village. There is a young ladies' seminary, under the direction of Professor Weston, and an academy for young men under the care of Professor Allen. The young ladies' seminary is a beautiful structure, known as "Ferry Hall," in honor of the late Rev. Wm. W. Ferry, who contributed a large part of the \$60,000 which was expended in its construction. Gas and steam are found throughout the building, and the apartments for teaching are eminently fitted for the purpose. There are some funds in hand for the erection of the university, but the prosecution of the matter rests with a Board. It is expected that work will not be much longer delayed. There is a fine Presbyterian church in town, of which the Rev. Mr. Taylor is pastor.

Apart from public improvements, Lake Forest boasts of more elegant private residences than almost any other suburb. During the past year three estimable citizens have permanently located themselves in the village. Mr. S. Reid, of the firm of Reid, Murdock & Fisher, has recently finished a \$24,000 house, on a pretty lot; Mr. Henry Durand, of the firm of Durand Bros., has also completed an elegant residence, costing about \$40,000; Mr. Buckingham, of Sturges & Buckingham, the elevator men, has bought a pretty place, not large, nor held at fancy figures; but it is only preliminary to the erection of a splendid residence. Mr. Buckingham wishes to try before he buys, and hence has gone a little slow in the matter of the selection of the site for his future home. Perhaps the most beautiful place in Lake Forest is that of Mrs. Alexander White, which was purchased by her late husband from H. M. Thompson, Esq. Possessed of a large fortune, as well as refined and luxurious tastes, the late proprietor was able to make his estate very beautiful in all respects. The price put upon the place is not less than \$100,000. Then the Farwells, dry goods merchants, own lovely palaces in the center of the town. Mr. John V. Farwell lives in a turreted baronial castle, built of the concrete made in the town, and presenting a quaint and picturesque appearance. The interior is elegantly finished in black-walnut and cherry. His brother, Hon. C. B. Farwell, has a place on a commanding elevation overlooking the lake. The residence of Mr. Charles Bradley, one of Chicago's leading merchants, is very elaborate and costly. It is a large English cottage, which he has christened "Carlsruhe," and not without reason, for the grounds are as beautiful as that famed German retreat. Mr. E. L. Canfield owns eight acres, and has erected a substantial brick house. He has a fine collection of trees on his large lot, and with the improvements made, is now the owner of a very handsome residence. "Forest Lawn," Mr. D. J. Lake's place, is also an elegant residence. Mr. Sylvester Lind, at one time mayor of the city, has a pretty house on a large tract of land, well shaded with trees. Among the other prominent citizens of Lake Forest, besides those already named, may be mentioned, H. T. Helm, D. R. Holt, W. H. Ferry, Dr. C. H. Meridan, W. S. Johnson, William Warren, S. D. Ward, E. T. Wells, Samuel Barnum, and others.

ENGLEWOOD.

This rapidly-improving suburb is situated at the present terminus of those broad and beautiful city thoroughfares, Michigan, Wabash and Indiana avenues. Thus favorably located with regard to approach by carriage drives, the suburb is also particularly favored with excellent railroad facilities. It is the junction of three great railroad lines—the Lake Shore & Michigan Southern, the Chicago, Rock Island & Pacific, and the Pittsburgh, Fort Wayne & Chicago railroads. The advantages derived from these splendid railroad facilities are rendered the more valuable from the location of the city depots of the three roads. That of the Pittsburgh & Fort Wayne is on the corner of Canal and Madison streets; that of the other two roads, on Van Buren and LaSalle streets. One depot is convenient to the heart of the business portion of the west division; the other is equally advantageously located for the convenience of the merchants, clerks and artisans of the south division. The ride is made inside of thirty minutes, and the fare is but a trifle over that of the street cars. No less than 28 trains to and from Englewood stop at the depot, affording every facility for access to and arrival from the city.

The topographical situation of Englewood is good. It is mainly located on a ridge running in a southwesterly direction from the lake. The supply of water is good, and coming through heavy gravel deposits, it is of a very pure character, and is never failing. The drainage of the suburb is admirable, as a necessary consequence of features already described.

The suburb is remarkable for its educational advantages. The most important of these is the Cook County Normal School. The building was erected some years ago, at a cost of \$120,000. It is located in a park of about 20 acres, handsomely ornamented with trees, etc., and is situated about four blocks from the center of the suburb. Recent statistics, as to the work being done by this institution, show that during the last session, the number of students in attendance in the normal department was 116; in preparatory department, 83; in model department, 35; in grammar department, 54; in intermediate department, 63; and in the primary classes, 49. The total shows no less than 456 pupils receiving the benefits of this admirable institution. The county employs and pays three teachers for the normal department, one for the preparatory department, and one training teacher. The school district No. 2 of the town of Lake employs three teachers in the high school department, one in the model, and two in the grammar school; and in addition pays the county \$1,000 per year for rent. The primary and intermediate classes are taught by pupils in the normal schools, under the superintendence of a training teacher. The benefits of this institution are participated in by some of our city children, about 60 pupils availing themselves of the "school trains." Another party of pupils also comes from the neighborhood of Joliet.

The citizens of Englewood have long mooted the idea of erecting a high-school building for their own use, and at an early period of the present year, decided to appropriate \$30,000 for that purpose. Work on the building is being rapidly advanced.

The church organizations of the place are four in number. They include the Congregational, Baptist, Methodist and Episcopalian. All these denominations worship in neat edifices, and show an encouraging amount of vitality.

The different lines of business necessary to the due comfort of any community are well represented at Englewood.

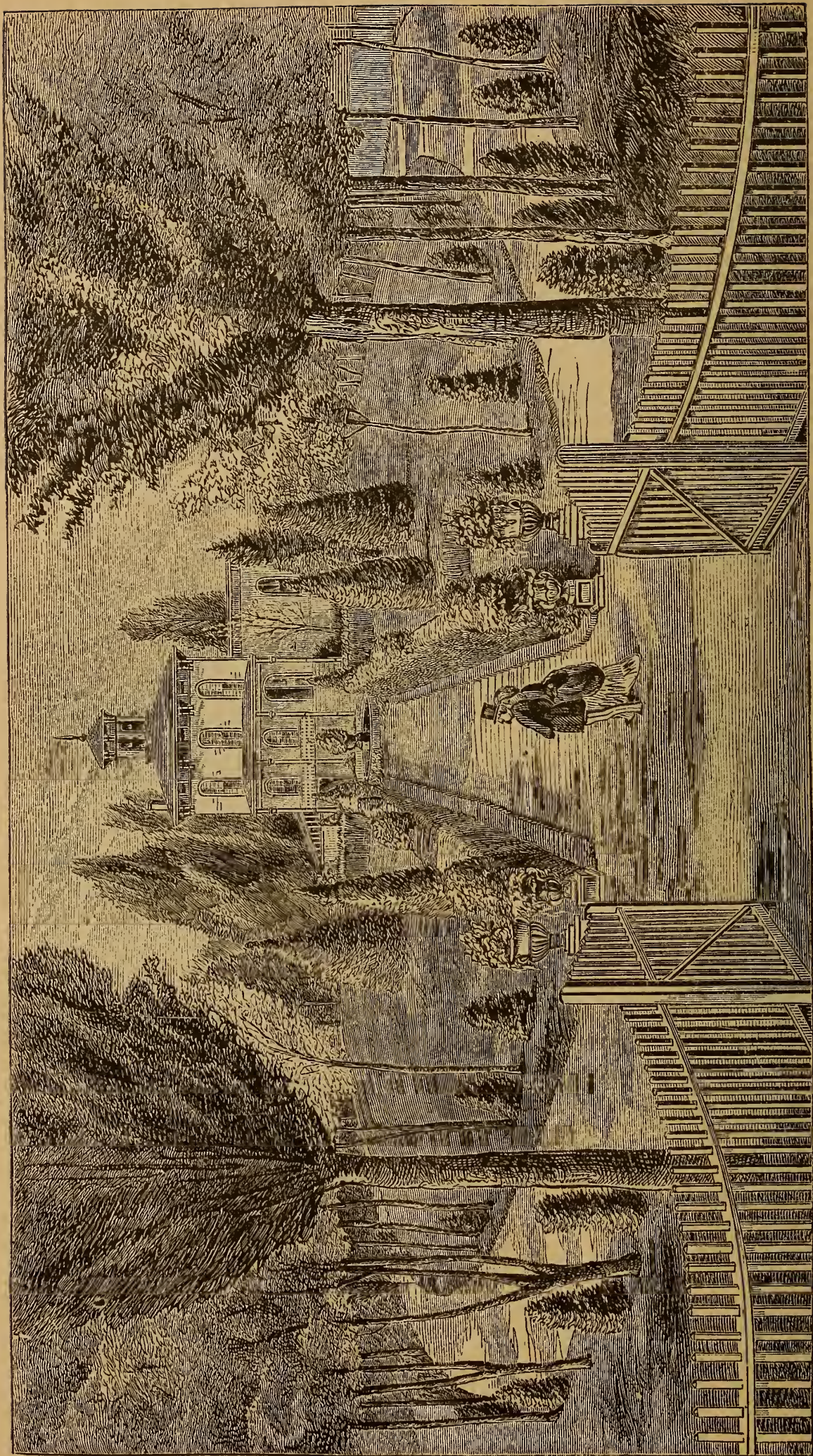
The growth of this suburb has been very rapid. Four years since, there were



COOK COUNTY NORMAL SCHOOL.

but very few houses, probably less than one hundred. To-day, the population numbers over 3,000, and during the past season the work of building has been carried on very extensively. The location of the suburb, being directly west of the great south side park, and possessing such excellent railroad facilities, renders it certain of advancement. The number of business men now resident at Englewood is large.

The value of real estate shows a wonderful development. From the old acre-



RESIDENCE OF MR. JOHN RABER.

lot prices of \$250 to \$1,000, rates are now obtained of from \$75 to \$100 per front foot on the avenues ; and four or five blocks from the depot, from \$25 to \$45 per front foot is obtainable.

The engraving on page 400 represents the beautiful residence and grounds of Mr. John Raber. It is located on State street, directly opposite Fifty-eighth street, fronting eastward towards the South Parks, and is the most attractive and home-like residence in the village. As will be seen, the house stands in the center of handsomely arranged grounds, consisting of six acres, and, although the building itself is not remarkable for its beauty, its surroundings are such as to render the general view very inviting. Within the enclosure are finely graveled walks and drives, bordered with beautiful arbor vitæ hedges. Miniature lakes, filled with gold-fishes, and other pleasing features are to be met at every hand. Mr. Raber purchased the house and ten acres of ground in 1862, for \$17,000, and shortly after purchased three acres adjoining on the south, for \$1,750. In 1869 he sold seven acres for \$17,000. He reserved the six acres which he now owns. The premises are considered worth fully \$75,000 at the present time.

Worthy of mention, in connection with the description of Englewood, is the subdivision owned by L. W. Beck, Esq. It is described as the southwest quarter of section 21, 38, 14, and was purchased by Mr. Beck, August 24, 1864, with no intention of subdividing or selling the tract, for at least ten years. Mr. Beck donated and conveyed ten acres, in 1869, to the Cook County Normal School, to be used for school purposes. During the same year, a contract was made with Messrs. Hulburd & Co., to subdivide and sell the southeast forty acres, which was subsequently subdivided into eight blocks of twenty-four lots each, the lots being fifty feet front. These lots were sold at an average of \$8 per front foot, or \$400 per lot, making an aggregate of \$76,800 for the forty acres, the major part having been sold while the Normal School building, which now forms such a pleasing ornament to the subdivision, was in process of erection. In the year 1871, the lots sold at from \$12 to \$15 per foot ; in 1872, \$18 to \$20 ; and but little, if any, can now be obtained for less than \$20 per foot, or \$1,000 per lot, making the present value \$192,000 for the forty acres, or an advance of \$115,200 in three years. In October, 1871, the southwest forty-acre tract was subdivided, Wallace street being the east, and Halsted street the west, line. It was subdivided into eight blocks of forty-eight lots each, the lots being twenty-five feet front. Sales have been made during 1871-72 at \$400 per lot for the north, and \$300 for the southern tier of blocks. The north eighty acres, extending from Sixty-seventh to Sixty-ninth streets, and Stewart avenue to Halsted street (except the ten-acre grounds of the Normal School), is known as Beck's Park subdivision, and was planned by the owner. Upon this park Mr. Beck is expending a large amount of money, with the intention to make it complete before offering any part of it for sale. An artesian well has been sunk to the depth of 1,143 feet, flowing, with great force, nearly 1,000 gallons of pure water per minute. The well with its attachments has cost upward of \$10,000. The water is carried to artificial lakes and fountains, which form pleasing and enjoyable features to the general make-up of the park. About 10,000 shade and ornamental trees have been set out, and 5,000 more are to be added. The curvilinear walks and drives will be prepared as speedily as possible, and everything that money and enterprise can

accomplish will be done to make the subdivision one of the most inviting residence quarters south of the city.

Messrs. Storrs & Ware have charge of a tract known as the Normal School subdivision. The improvements on this property are extensive, and the lots show a constant rise in value.

AUBURN,

A new suburb lying between Englewood and South Englewood, on the line of the Chicago, Rock Island & Pacific railway, eight miles south of the Court-house and one mile south of Englewood. It consists of one hundred and sixty acres, being the west half of the west half of section 28, 38, 14. The plat was purchased ten years ago by B. W. Wood at \$100 per acre. It was subdivided in January, 1873, by Messrs. Wood & Smith, into lots varying in width from 50 to 100 feet, and of an average depth of 140 feet. At this time it was named Auburn. In the following spring a neat depot was erected by the proprietors, and arrangements consummated to have all the accommodation trains, twelve in number, stop daily for passengers. The commutation rates for each ride is fixed at from eight to eleven cents. The land is a handsome prairie tract lying several feet higher than the city, and a perfect drainage has been established, and excellent cellars are procured with little labor and expense. Over three thousand large shade trees have been planted, all the streets opened and graded, over two miles of sidewalk laid, and several residences erected. Mr. Brainard T. Smith owns the largest house, in the building of which he expended \$5,000. The others are worth about \$3,000 each.

Auburn is but a few blocks from the Englewood Normal School, which has primary, grammar, normal and high school departments, all under charge of an excellent corps of teachers. It is within walking distance of the three churches at Englewood and the business part of that thriving town. It is on the line of the most rapidly improving section on the south side of the river. It lies between two handsome graveled drives running through the south parks to the city, each of which is a main highway of travel.

The improvements in the three suburbs of Englewood, Auburn and South Englewood, form almost an unbroken line of buildings, and the next south extension of the city will place them upon its very borders.

The gas and water pipes of Hyde Park and Lake townships will soon be extended through Auburn to South Englewood, and will be available to settlers there at small cost.

The prices of lots range from \$15 to \$20 per foot. Special inducements in prices and terms are offered to actual settlers.

SOUTH ENGLEWOOD.

This village is on the line of the Chicago, Rock Island & Pacific railroad, about ten miles from the Court-house and three miles south of Englewood proper. It embraces several subdivisions, and their respective owners are contributing their capital and enterprise toward developing improvements and making the place more attractive and appreciable.

The original subdivision was laid out by Messrs. Sisson & Newman in July, 1872, when they purchased 305 acres (situated on the east of, and adjoining the line of the railroad) from Dr. Dyer, at \$700 per acre. In subdividing, they made one-half-acre lots, which they sold at the rate of \$600 to \$700.

After the fire, the suburban towns and subdivisions about the city began to attract the attention of business men and others, and we believe South Englewood received a very favorable share of the investments then seeking the suburbs, the price of land being enhanced enormously. In less than one year, Sisson & Newman had disposed of their entire interest at more than double the first cost of the property.

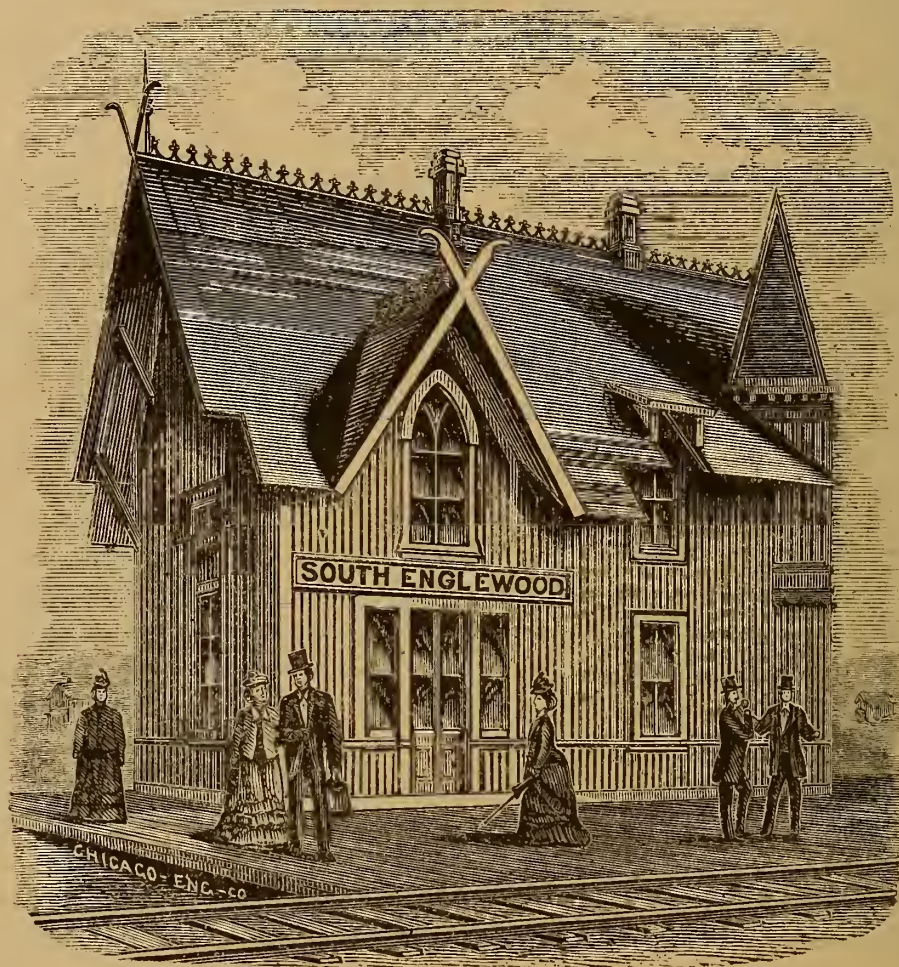
The first sale made by these gentlemen was the tier of blocks between Ninth and Tenth streets, to Mr. Henry W. Brooks, at \$1,000 per acre. The next transfer was made also to Mr. Brooks, which was the conveyance of the tier of blocks between Tenth and Eleventh streets, at \$1,200. The third sale was at the rate of \$1,800 per acre, conveying land fronting on Jefferson street. Half-acre lots, between Tenth and Eleventh streets, were sold in the fall of 1872, at from \$1,200 to \$2,500 each. Lots of twenty-five feet front in the same locality were sold last season at \$400 and \$500 each. The final transfers made to close out the original owners' interests were to Messrs. Gilbert & Givens.

There are at present three firms actively operating in the sale of property at this point, viz.: Messrs. Henry W. Brooks & Co., Gilbert & Givens, and Noble & Richmond. The last named firm purchased forty acres of the original tract from Sisson & Newman, under contract to build thirty houses during every twelve months for three years, making ninety in all. These forty acres are in the immediate vicinity of the depot, and are bounded by Tenth, Eleventh and Jefferson streets and the railroad. Lots have been selling in this tract at the rate of \$15 to \$18 per front foot, except on the boulevard (Eleventh street), where the property is laid out in half-acre lots and sold only to parties who will sign an obligation to construct dwellings which will cost not less than \$5,000 each.

Mr. Brooks's tract embraces eighty acres in the south part of the original subdivision, which he divided into nearly 800 lots, over 500 of which he has already disposed of at prices ranging from \$300 to \$450 each.

It has recently been ascertained that the great Belt railroad, which is to nearly encircle the city, is to pass directly through the tract owned by Mr. Brooks, using the already established road connecting South Chicago with this place, crossing the Rock Island railroad at Eleventh street, thence running west to a point in section

six, where it crosses the Great Eastern, thence partly along this to the southeast corner of section 25, and thence northwesterly to a point on the south line of section 22, thence north to the Chicago & Pacific railroad. The management of the Belt are to build at South Englewood a large depot, houses for their gangs of men, etc. This new enterprise will be a lasting and substantial benefit to the already far advanced suburb, as it will give eight additional trains daily, besides being a connect-



SOUTH ENGLEWOOD DEPOT.

ing link with all the different lines of railroad diverging from the city. Preparations are already being made in the line of first-class praiseworthy improvements.

Messrs. Gilbert & Givens purchased 110 acres of the original subdivision from Sisson & Newman early in the spring of 1873, at an average price of \$1,750 per acre. This tract embraces the timbered ridge which is located in the eastern portion of the suburb, and has a winding course toward the southeast. The site has been well chosen for a suburban village, and one destined to become a center of attraction to suburban settlers.

South Englewood connects with the city and the parks by two fine drives, (Halsted street and Vincennes avenue), both of which are finely graveled and macadamized. The Eighty-seventh street boulevard has been laid out two hundred feet wide to Halsted street.

There are several very fine dwellings in this subdivision ; one belonging to Mr. Ingham, which is really the finest in the place at the present writing, although others of a more extravagant character are contemplated. Mr. Givins owns another very neat dwelling, which is located in the edge of the grove at the east of the town. Messrs. Noble & Richmond have contributed largely to the building up of the village, they having constructed a block of six fine swell-front brick residences, two stories, besides basement, in height. Other dwellings are in course of erection, which will be completed this fall. Mr. Brooks intends to erect a \$10,000 residence there early in the spring of '74. The public improvements now under favorable consideration, which will probably be carried out next season, are : The laying out of a handsome park, and building a church edifice, a commodious school house, and a hotel. An artesian well is in course of construction.

Messrs. A. & A. D. Bellamy own a tract of forty acres adjacent to the railroad, on the west of that above described, which they purchased in 1872, at \$1,000 per acre.

WASHINGTON HEIGHTS.

This place, situated twelve miles from the city, on the Chicago & Rock Island and Chicago, Danville & Vincennes railroads, has lately received more attention from investors and the general public than any other residence suburb around Chicago.

It comprises the high ridge of land extending from the south line of Lake township, southward to the village of Blue Island, on the Calumet river. The ridge is six miles long. The plat with its additions includes over two sections of land, and lies in sections 7, 17, 18, 19, and 20, in township 37, range 14, and on both sides of the ridge. The lands originally belonged to James R. Morgan.

The Blue Island Land and Building Company, composed of F. H. Winston, Geo. C. Walker, J. F. Tracy, T. S. Dobbins, J. B. Lyon, C. W. Weston and Mr. Millerton, purchased 1,500 acres, in 1869, paying \$150,000 for the interest. The plan pursued by the Company immediately after its creation and organization, in 1869, was to subdivide the tract into lots, and sell them to actual settlers. The Company built houses upon them for the purchasers, and sold them on time payments, with the lots, thus enabling people of moderate means to secure a home, and avoid the payment of high rents in the city. The capital stock subscribed was \$320,000.

The first sale made by the Company was twenty acres, at \$225 per acre. A portion of this has been re-sold at more than three times that amount. A part of the ridge land was sold to John Davis for \$300 per acre. Col. George R. Clarke, now largely interested at the Heights, recently offered \$2,500 per acre for this tract, which Mr. Davis refused. Mr. C. Hopkinson purchased twelve acres, in 1869, at \$400 per acre, which cannot now be bought at less than from \$2,500 to \$3,000 per acre. The Blue Island Land and Building Company, during the years 1869 and 1870, sold twenty-five-foot lots at from \$65 to \$75 per lot, which are now held at from \$200 to \$300 each.

In the year 1872, the great activity in sales, which has characterized the operations of this Company, commenced. In that year the sale of lots aggregated

\$267,743. These sales included two lots improved by handsome dwellings. The Company, soon after their purchase, built the Washington Heights branch of the Chicago, Rock Island & Pacific railroad. This road leaves the main track at Ninety-ninth street, and runs to the east end of the ridge, and again forms a connection with the main road at the village of Blue Island. It brought within easy access of the city the most eligible property of the suburb. Among the improvements, made on an extensive scale by the Company this year, is a large sewer, reaching from Prospect avenue to the main track of the Chicago & Rock Island railroad. It is six feet in diameter, and effectually drains all the lands controlled by the Company. In grading and ditching, the Company have expended \$55,000.

The territory occupied by this village was formerly named the Blue Island Ridge, which gave to the Company its present name. The reports of the topographical engineers state that it was at one time an island, situated near the shores of Lake Michigan. This opinion is supported by the finding of numberless shells and fossils, which are to be found in all portions of the territory about the Heights. The "island" stands at the present time from 40 to 96 feet above the lake level. The timber, which at one time covered the main ridge, has been cleared away for farming purposes, except four miles at the east side of it, which are still covered with large trees of several varieties. The Company has also set out 11,500 trees on the Morgan Park property. The original improvements were commenced on Tracy avenue, one-half mile from the north boundary. The Company first built sidewalks on the principal streets and two depots at Morgan Park—one on the track of the Chicago & Rock Island railway and one on the dummy branch, one half mile distant from each other. Another depot is erected one half mile from the north boundary, another one half mile south, on the dummy track, and a new one on Raymond street, one half mile south of Morgan Park. Washington Heights station, at the main crossing of the Chicago, Rock Island & Pacific, and the Pittsburgh, Chicago & St. Louis railway tracks, is 12 miles south of Madison street. The vicinity of this depot is thickly settled for both business and residence purposes by an industrious and excellent class of people.

Most of the whole tract of Washington Heights is subdivided, streets cut through, graded, and bordered with young shade trees. One of the principal streets is the Western avenue of Chicago, which was the old western city limits, and runs north and south from the village of Blue Island to North Evanston, a distance of twenty-nine miles. It runs a little west of the center of the main ridge which divides the highest portion of the land, and is one hundred feet wide. This avenue is graded and graveled from the city limits to the line of the town of Worth, six miles, and is being graveled from that point to Blue Island village through Washington Heights—another six miles—this year, forming, as soon as completed, a splendid drive of twelve miles.

Several subdivisions have been made along the line of the branch railroad and in other localities, aside from the lands of the Blue Island Land and Building Co. That of the Calumet & Chicago Canal and Dock Co., at the junction of the branch with the main track, is worthy of note. In this, streets are opened and graded and the property is going up in value at a rattling pace. At Winston avenue, quite a settlement is already gathered.

Messrs. Hough & Reed's subdivision, made near the line of Ninety-ninth street,

has 25 or 30 neat houses built upon it, costing from \$800 to \$2,000 each. This land could be purchased a few years ago at \$2 per front foot. It now sells at from \$12 to \$20 per foot.

Mr. Young has a subdivision of 80 acres which in '69 was worth \$150 per acre ; in 1870, \$200 per acre ; in 1871, \$300 per acre ; in 1872, \$500 per acre ; and is now held at not less than \$1,000 per acre. This land all lies on the ridge.

Lots on Prospect avenue have increased in value from \$3 per foot in 1870, to \$15 per foot in 1873. On Washington avenue, lots increased 50 per cent. from 1870 to 1871, and 100 per cent. each year since that time. They are now worth from \$10 to \$20 per foot. Inside of the Blue Island Land and Building Company's tract, several subdivisions have been made. Hopkinson's subdivision of block 13 contains 25 lots, 100x250 feet. They are to-day worth from \$15 to \$25 per foot. They have increased to this value from \$600 per acre in 1870. The block was purchased, with obligation to improve, from the Company in 1869, at \$375 per acre.

Messrs. Hilliard & Hitt made a subdivision of 80 acres at the crossing of the Chicago & Rock Island and Pittsburgh, Chicago & St. Louis railroads in 1868.

The main business of Washington Heights has been done on Tracy avenue, on the north line of this subdivision. The land is part grove and part prairie. The Boutwell House, a large hotel near the depot, and several residences — among them that of Willis M. Hitt — are in this subdivision. These parties also subdivided the southeast quarter of section 8, 37, 14, containing 160 acres, situate east of the railway crossing on Tracy avenue, in 1868, and sold it in parcels of 10 acres each. The prices were as follows : In 1868, \$100 per acre ; 1869, \$150 ; 1870, \$200 ; 1871, \$250 ; 1872, \$600 ; and in 1873, \$800 per acre.

Purchasers have, completed and under contract, about 100 small cottages, worth from \$400 to \$600 each, and giving a sufficient number of dwelling-places for 600 people.

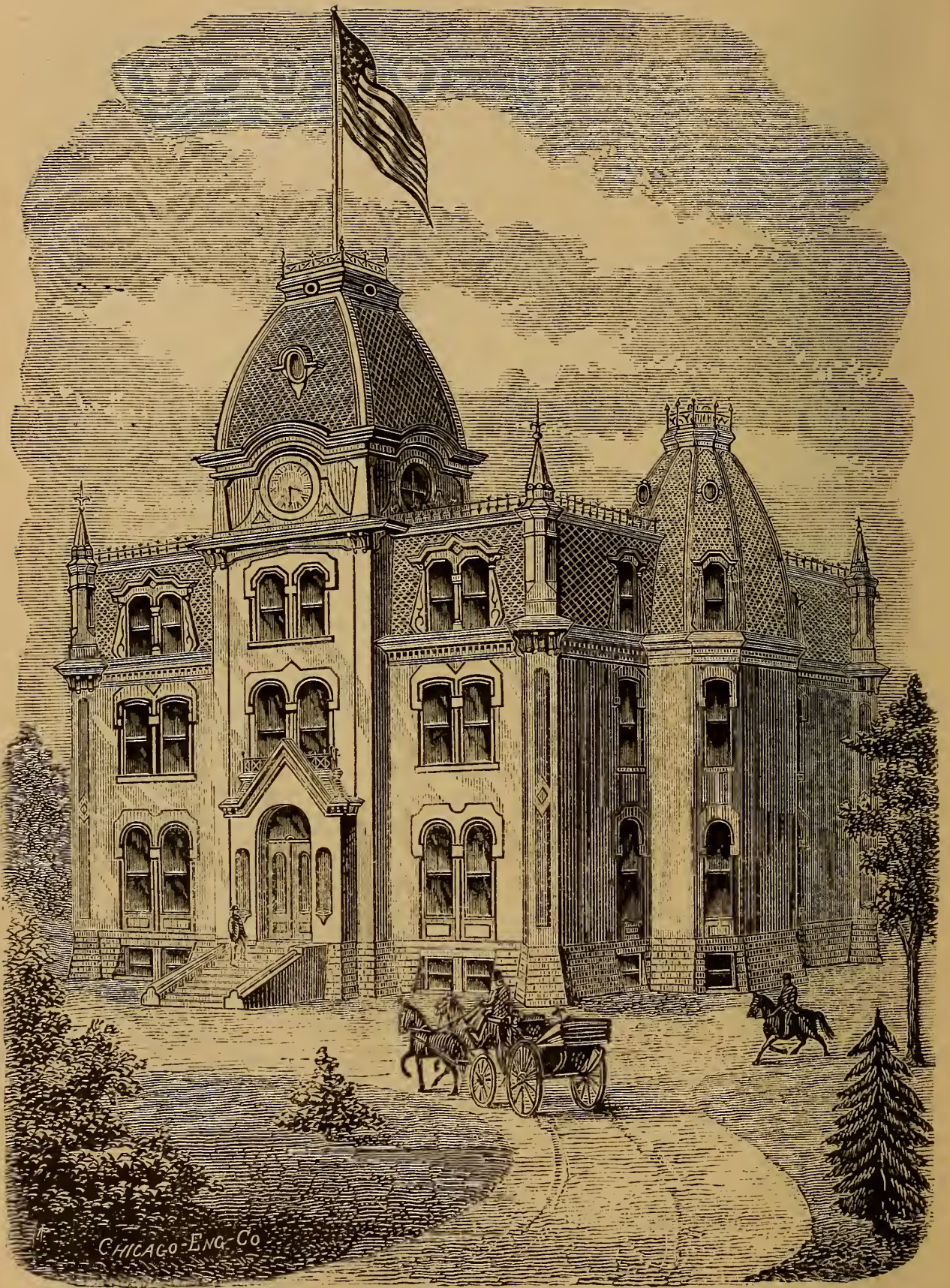
Willis M. Hitt has a subdivision of 50 acres, bounded by South street on the north, Prospect avenue on the west, and Vincennes road on the east, sides. This tract sold in 1869 at \$150 ; 1870, \$300 ; 1872, \$500 ; and in 1873 at from \$1,000 to \$1,200 per acre.

In general, it may be said that the average present value of lands on the three ridges rising one above the other will range as follows : Highest and next highest ridge, from \$1,200 to \$1,500 per lot, and on lowest ridge from \$750 to \$1,000 per lot. On Prospect avenue values, per foot, range from \$20 to \$25 ; on Church street, from \$10 to \$15 ; on South street, from \$10 to \$20 ; on Morgan avenue, from \$10 to \$25 ; on Vincennes avenue, at the crossing, from \$20 to \$25 ; on Tracy avenue, from \$10 to \$20 ; on Charles street, from \$5 to \$14 ; on Winston avenue, from \$10 to \$30.

Among other parties, not mentioned before, who have made subdivisions are Messrs. Belmont, Chambers, Thayer, Baker and others.

The original town of Washington Heights contains 104 blocks differing in size, some square, containing 48 lots, and others divided into from 12 to 15 large lots on the ridges, where the finest residence sites are located.

On the west side of Prospect avenue, just south of ninety-fifth street, Mr. C. Howe has erected two \$4,000 cottages, one of which he occupies for a residence. Farther south, on the same avenue, are the residences of Mrs. Kingman, and Messrs. Mason, Cox, Heffron, W. W. Watson, and Cupland Brockway—all neat frame



MT. VERNON MILITARY AND CLASSICAL ACADEMY.

structures, varying in value from \$3,000 to \$4,000. Between South street and Morgan avenue, Prospect avenue sweeps in a graceful curve to the westward, following the land of the timbered ridge. On this curve is the fine residence of Mr. Wm. Hopkinson. This lot is believed to have been the camping ground of the Indians for many years. Numerous relics in arrow-tips and pottery are found there, and near by are Indian mounds. The grounds about Mr. Hopkinson's residence are elegantly laid out, and improved in the highest style of modern landscape gardening. Some giant oaks, measuring from twelve to fourteen feet in circumference, are enclosed with the grounds. Mr. Hopkinson paid \$350 per acre for the tract, to the B. I. L. and B. Co., of whom he purchased it four years ago. It is now valued at \$2,000 per acre.

About four hundred and eighty acres of the ridge is known as Morgan Park. Nearly all of this tract has been sold out by the B. I. L. and B. Co., in large lots intended for handsome residences. It is in the vicinity of Morgan and Prospect avenues. The sales made from this subdivision have averaged \$20 per foot. The remaining property is now held at from \$12 to \$25 per foot.

At the foot of the bluff, on Prospect, near Morgan, avenue, Mr. B. F. Clarke has a very pretty residence, erected at an expense of \$7,000. The house fronts on Prospect Park. This contains six acres, with serpentine walks and grass plats, evergreens, flower-beds and ornamental shrubbery. It makes property in its vicinity extremely desirable. Near Mr. Clarke's residence are neat \$7,000 dwellings erected and occupied by Messrs. Lockore and Ingersoll. South of Mr. B. F. Clarke's property, a gentleman from North Carolina has just completed a good house worth \$6,000. Col. Geo. R. Clarke has built a \$10,000 residence for himself, on the bluff, near Morgan avenue.

On the main ridge is to be erected a military and classical school, at a cost of \$30,000, exclusive of the grounds, which were donated by the B. I. L. and B. Co. and owners of adjacent property. Prof. Norton, of New York, is to contribute \$16,000 towards the building, and the owners of lands about Morgan Park subscribe the \$14,000 remaining to complete it. The beautiful plan of this structure is seen in our illustration.

A young ladies' seminary will also be erected very soon, on a beautiful site north of Tracy avenue. This is to cost \$100,000; is to be of brick, with handsome ground surrounding it, and will accommodate two hundred pupils. Also a Baptist church, on Morgan avenue, for which the money is all subscribed. The town has voted \$15,000 for a district school, and \$10,000 for a town-hall, to be erected near the intersection of Tracy and Prospect avenues. These improvements will suffice to meet all the needs for public buildings. Prospect avenue is eighty feet wide, and graded, and will soon be graveled. When completed, it will be one of the choicest streets in the village. Tracy avenue, another street excellently planned, runs east and west through the center of the suburb. Another depot will shortly be provided at the Heights, to be located on this thoroughfare. The trains all stop now at the spot. Mr. Hitt's house, on Grove street, was built in 1872, at a cost of \$6,000. A fine park of timber, neatly trimmed, surrounds the house, which is a gothic cottage, forty feet square, with addition to the rear, enclosed within 120 x 200 feet of ornamented grounds. Mr. Howe has two houses on Prospect avenue, worth, with

grounds, \$12,000 each, the lots being one hundred feet front. This gentleman has two other houses at the suburb, worth \$5,000 each, with grounds:

The Blue Island Co. built, last year, four good houses on Morgan avenue, near Prospect Park, worth \$3,300 each, with grounds. Mr. Hilliard has erected a \$1,500 school-house on Spring street. It is now occupied by the district.

Mr. Sharp has a house on Oak street, near Winston avenue, worth, with the lot, \$4,000.

The above are only a few of the improvements completed, in progress, and prospected, but these will give an idea of the surprising activity of the place, the excellent class of people who constitute its citizens, and show the never-failing increase which always follows a liberal venture in Chicago real estate speculations.

Four years ago, any of the lands at Washington Heights were purchasable at \$100 per acre. Every man who has invested money there has realized an increase beyond his expectation.

Most of the property lying in the vicinity of the main crossing has changed hands within the last year.

Twenty acres at the corner of Center and Tracy avenues were sold for Hilliard & Hitt, in June, 1872, at \$500 per acre. The next month they were resold at \$800 per acre, and again in October transferred, by auction sales, in lots, at the rate of \$1,800 per acre. A number of good houses are going up on this property.

One hundred and sixty acres between Halsted street and Center avenue, north of Center avenue, sold four years ago at \$60 per acre, is now held at \$1,000 per acre. Along Western avenue, lands but recently occupied for farming purposes are being subdivided and sold in lots for building. One year ago they could be purchased for \$300 per acre. Sales recently have brought \$1,500. On this street there are several large houses. The best ones are owned by Iglehart and Frisby. The handsomely cultivated grounds about them, and the good character of the buildings, give them the appearance of American country seats. Mr. Frisby sold some acre property six years ago at \$100 per acre, and believed he was getting a good round price. The increase since has been very rapid.

From the top of Mr. C. Hopkinson's residence, on Tracy avenue, may be had a fine view of Chicago, and the lakes of the Calumet can be seen. Mr. Hopkinson owns forty acres of land here, on which he is constantly making improvements. It is worth from \$1,200 to \$1,500 per acre.

From the 1st of January to the first day of June, 1873, the property which changed hands in Washington Heights amounted to an aggregate sum of \$4,000,000. These figures are the total consideration recorded for that period on the county records. It is not claimed that such activity is common to all our suburbs.

The commutation rates for travel are \$60 for annual tickets, good on all trains. One hundred-ride tickets are sold at \$15 to \$17, according to the station to which they are given. The proprietors of the Morgan Park subdivision have made arrangements by which the residents upon their domain have their hundred-ride tickets at ten cents per ride for two years; and such as can be accommodated at the stations to be established on the Chicago, Danville & Vincennes road (to be completed next spring), but a mile west of the dummy track which now serves Morgan Park, are to have free passage for three years, as one of the conditions of the subsidy received by the railroad from the land owners along its line.

MOUNT FOREST.

The vast territory properly denominated the vicinage of Chicago is not all prairie land devoid of groves and woodland, although it is the general feature of the country. There are a few localities favored by Nature with groves, hills, dales, and sunny or shady, and other rural features esteemed romantic. All these attractive features apply to the new suburb of Mount Forest,—and the plan of the streets and the subdivision into lots is made with a careful disposition on the part of the owners to preserve and enhance the beauty of the place and give to the purchasers the choicest home sites possible, according to the topographical characteristics of the place. The ground rises in a succession of wooded terraces from the depot, south, to a height of 150 feet.

The Chicago, Alton & St. Louis double track railroad runs along the shores of Willow Spring lake, which borders the suburb on its north line, and the station stands about at the center, east and west, of this line.

Willow Spring lake, which furnishes a great part of the ice used in the city, is an enlargement of the Desplaines river, which reaches a width here of 500 feet, and maintains it for a distance of three miles. The lake is thirty feet deep, with clear water abounding in fish, and the vicinity is a favorite resort for sportsmen.

Several lovely and picturesque ravines wind through the grove; and these are made into parks, having wide drives on the banks, on either side. The three principal declivities are named Ravine Park, Wildwood and Ivy Glen.

The tract included in Mount Forest lies fifteen miles southwest of the Court-house and nine miles from the city limits. Three passenger trains each day stop at the station and convey people to and from the city, consuming only forty minutes in transit. The territory included in the plat is 300 acres, nearly all grove land, lying in section 33, in the township of Lyons. It was purchased in August, 1873, by H. W. Fowler and H. S. Dietrich, who immediately took in other partners, and with them made the subdivision into lots and blocks. Several whole blocks have been sold since that time, at \$500 per acre, and contracts are closed for lots in the choicest locations at from \$7 to \$8 per foot.

Five parks are laid out, three of which have been mentioned. The others are a six-acre tract lying immediately south of, and in rear of, the depot, and a handsome lot around the Deep Rock spring. This and the Magic spring — known for twenty years — have medicinal waters, said to be valuable.

The lots on the ridge are divided into different sizes, having depths of from 150 to 350 feet. Clusters of maple, elm, white oak, hickory, basswood, ash and poplar trees abound, and with the deeply-shaded ravines bounded by steep rocks, make up a scene unusual in this prairie country. On every side are views from the hills of the city and surroundings, and from the Government Observatory, on one of the most elevated spots, no less than twenty-five towns are visible. The river view is also quite charming.

Mount Forest is the first suburb started on the line of the Chicago, Alton & St. Louis railroad, and yet the improvements have begun in earnest. Mr. Dietrich

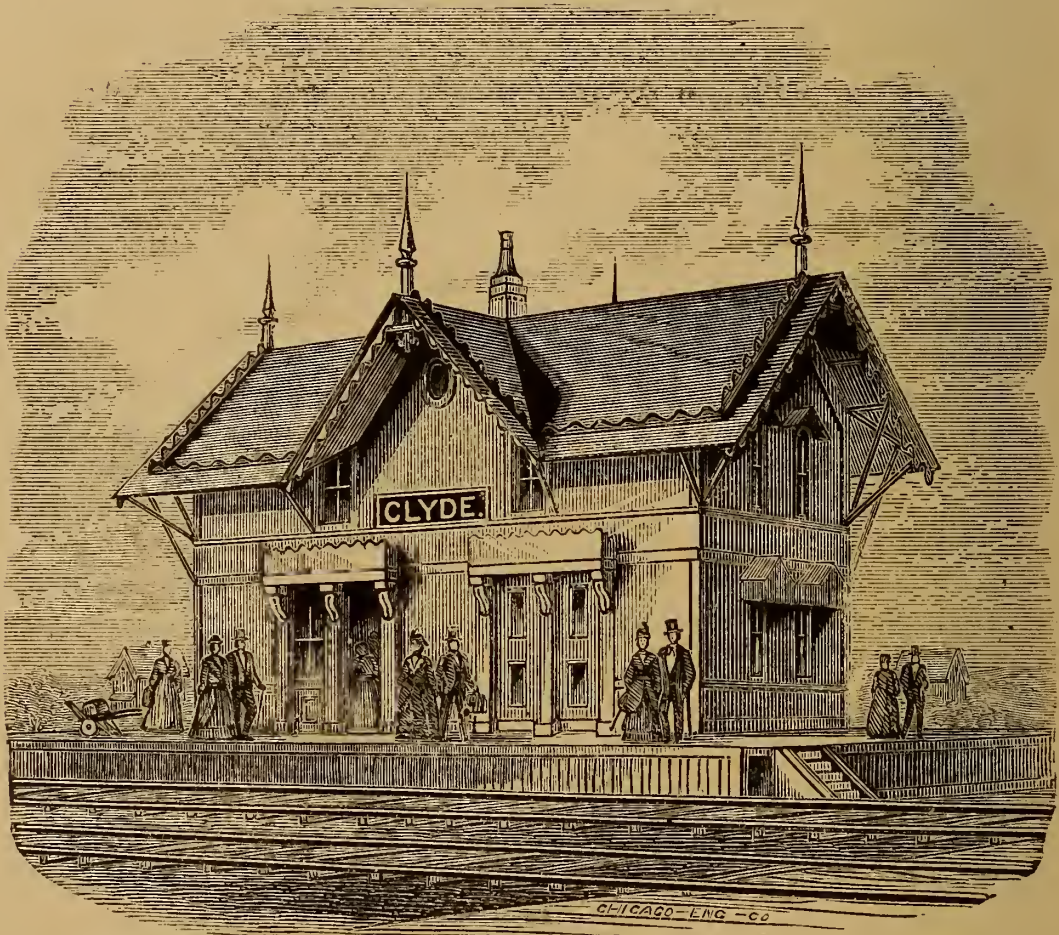
lives at Mount Forest, in a residence romantically situated on a terraced hill ; and Messrs. Fowler, Atkins, Munson and a number of others will build in the spring, gothic houses at values ranging from \$4,500 to \$5,000.

For the finest and deepest lots now for sale, \$10 per foot is asked, while others can be bought at from \$3 to \$7 per foot.

CLYDE.

Clyde stands eight miles from the Court-house and two miles west of the city limits. Its present plat includes one hundred and sixty acres in sections 29 and 17, in township 39, range 13 east.

It was purchased in September, 1866, by W. H. Clarke, of New York City,



CLYDE DEPOT.

from the Canal Trustees, with deed to his heirs, for a total consideration of \$1,800. One year ago last August, forty acres of the tract, being in the east one-half of the northwest quarter of section 17, was sold to Mr. Waterman, of Sheldon & Waterman, at \$750 per acre. The subdivision now called Clyde was of the eighty acres

lying in section 29, and was made by W. H. Clarke, Jr., D. Goodwin and Mrs. H. G. Catlin, in March, 1872. Mr. Goodwin had purchased from the Clarke heirs, an interest in this 80 acres. In May following, W. H. Clarke, Jr., sold at auction thirty-one lots, at prices ranging from \$440 to \$575 each. Before this sale a number of



CLYDE CHURCH.

improvements had been made, including the depot illustrated in this article, and the usual street work. Not reckoning the cost of the depot, these improvements have already cost \$17,000.

The neat little church, above illustrated, is not yet entirely finished. It is 56x32 feet, of Swiss gothic style with open timber roof, finished to ridge pole, and with dormers at the sides. The auditorium is 31x36 feet, with chancel beyond. The church is situated on the lot south of and adjoining Mr. James McKenney's home, which forms another illustration.

The residence of Mr. McKenney is at present the handsomest building in the place. Mr. McKenney is the pioneer settler of Clyde, having hauled his first lumber over one year ago. He built the depot then, and, securing lots on easy terms, began to build and sell homes. He has built several cheap houses, and a store building near the depot worth \$4,000. He is also building three houses, one to cost \$5,000, two stories and a half high, of modern style throughout, with fourteen rooms and attic above.



RESIDENCE OF MR. JAMES MCKENNEY.

The depot was erected at a cost of \$5,000. It is gothic, two full stories, with three rooms below and dwelling rooms above. Near the depot, on a triangular lot bounded by the railway track and Thirty-first street, will be laid out a handsome little park with trees and winding walks.

The township of Cicero is expected to build near the depot, next spring, a two-story school-house, to cost \$5,500. The lot will be one acre in area, and is being handsomely laid out for the purpose with gravel walks, grass plats, shrubbery, etc.

North of the depot, Mr. Race, D. Goodwin and Mr. Hutchinson, have handsome houses worth from \$3,800 to \$5,000 each, with lots.

The Chicago, Burlington & Quincy railway runs through Clyde, and fourteen trains each day stop for passengers, giving ample facilities for travel to citizens. The Chicago & Great Western railway is projected, to be extended to Riverside, passing through Clyde.

HAWTHORNE.

Hawthorne is one of the suburbs of the future. It is located on the line of the Chicago, Burlington & Quincy railroad, about six miles from the depot, or one mile from the city limits. The subdivision includes a tract of 240 acres, divided into thirty-six blocks, with twelve lots in each. The lots are 100x183 feet in size, and the streets are from 80 feet to 150 feet in width. The principal thoroughfares are Ogden, Hawthorne, and Hymen avenues. All the streets in the suburb are graded, the culverts built, and seven trees planted in front of each lot.

RIVERSIDE.

No suburb of Chicago possesses greater interest, whether from a historical point of view or from its picturesque surroundings, than the suburb known of late years as Riverside. It is unfortunately the fact that much of the attention of the public which has been directed to it is owing to the continued litigation in which the Improvement Company, having charge of the fortunes of the place, have since the fire been involved. But apart from this, Riverside is worthy of some note. Some five or six years ago, the suburb had no existence on the charts of Cook county. The late city treasurer, Mr. David A. Gage, owned a beautiful farm, lying on the banks of the Desplaines river, well wooded, with many charming points of scenery, and only some four miles from the city limits. Had this city been any other than Chicago, Mr. Gage might to-day be owning his pleasant retreat. But the eye of the far-seeing speculator alighted upon the spot, and the inevitable Company having been organized, the car of progress was speedily set in motion. The locality, in its natural condition, was beautiful; and the opportunity presented for the artist to elaborate upon, and improve the work of nature, was unquestionable. The Company had wealthy and responsible men upon its directorate, whose spirits were speedily aglow with the vision of the bright things before them if they could ever realize their dream of planting on the banks of the Desplaines the model suburb of America. Eastern architects came and surveyed the ground, and shortly afterwards presented a report to the Executive Board of the Association. Their plan was found to be exhaustive and expensive; it brought out with success the leading idea desired, of so laying out the suburb that it should practically be a public park for the benefit of private residents; and, after much debate, it was adopted.

The Company at once raised the funds necessary to proceed with the work. An army of workmen was engaged, and a considerable progress was soon perceptible, in the heavy task before them. The tract of land owned by the Company comprised about 1,600 acres, and of these it was proposed to devote 700 acres for roads, borders, walks, recreative grounds, and parks. The New York landscape artists (Messrs. Olmsted & Vaux) pressed very urgently the necessity of the construction of a carriage road or driveway from the city to the suburb; and, meeting assistance

from the town of Cicero and the city of Chicago, the road running from Twelfth street directly to Riverside, 150 feet wide, was constructed. Among the other improvements suggested, and carried into effect, was a complete system of sewerage, the supply of water and gas, the adoption of the curved line for streets, and the planting of innumerable trees. Riverside, before it passed into the hands of the Company, possessed many beautiful groves of trees—elm, maple, and oak; but it was left for the standing wooded land to be utilized to its utmost extent by the skill of the artist. Everything likely to give the place the appearance of a resident park was done. Nor were opportunities offered by the curving course of the Desplaines river neglected. At one place, the river encircles a strip of land, of the shape of a peninsula, and of about one and a quarter square miles in extent, which, together with a neighboring island, has been improved so as to form public parks, access being had to one of them by means of rustic bridges.

Among the gentlemen who erected residences in Riverside were Messrs. Emery E. Childs, President of the Company; W. T. Allen, L. Y. Schemerhorn, H. C. Ford, John C. Dore, Rev. J. H. Trowbridge, George M. Kimbark, L. W. Murray, Watts De Gollyer, W. W. Chandler, George Chambers, E. F. Nexson, John C. Cochrane, Charles Coryell, Dr. J. H. Hollister, W. H. Wigley, Carol Gaytes, Charles Gladding, W. L. B. Jenney, Watson Hinckley, M. E. Seelye, D. F. Chase, John A. Rice, P. Sherman, George Gilbert, and other well known Chicagoans.

Among the other enterprises undertaken and carried to a successful conclusion by the Company, was the erection of a grand hotel. Pleasantly situated, with excellent accommodation, containing a large number of rooms, and all the conveniences of a city establishment, it is a very agreeable place for summer resort. Connected with it is a refectory and billiard pavilion, and an octagon music pagoda. The size of the hotel will be seen from these figures: The length is 260 feet; width, 124 feet; the verandahs are 1,042 feet long, and from 15 to 20 feet wide; and the balconies to the third story are 368 feet in length.

During the last two years the suburb has made little progress. Litigation, financial embarrassments, and the reports widely circulated, and having some foundation in fact, of the unhealthy character of the location, have continued to retard its growth. The prospects of the place are better than they formerly were, and the persons having charge of Riverside are energetic and persevering, and, their present difficulties removed, will doubtless succeed in restoring the suburb to a more favorable position in public confidence. There is no doubt that both the Desplaines and Fox rivers, lying to the west of Chicago and affording great numbers of very beautiful sites, will soon be bordered with handsome improvements, and be relieved, sooner or later, of the incubus that now rests upon them, viz., a reputation for ague. The most obvious mode of remedying the summer defluxion of these streams is by dredging the channels and docking the shores, when flat, with the product of this operation; also turning into the stream the currents of numerous artesian wells along their banks. We look to see the Desplaines, within fifteen years, an exceptionally choice residence district.

LA GRANGE.

This subdivision, formerly called Kensington Heights, is located on the line of the Chicago, Burlington & Quincy railroad, about twelve miles from the Court-house and one and a half miles west of Riverside. It contains about 600 acres, lying in section 4, town of Lyons. The property was subdivided and placed upon the market in 1871, and although for a time the proprietor, Mr. F. D. Cossett, exerted but little effort to sell, yet a sufficient number of purchases for actual settlement were made to form quite a village.

In the spring of 1873, improvements began in earnest. The natural advantages of the suburb are of no mean order. The surface is high and rolling and affords admirable views in every direction. Pure well water is reached at from 15 to 20 feet, and nearly in the center of the town is an everflowing spring, of excellent quality. An inexhaustible limestone-quarry is situated near the place, and is being extensively worked. The streets have been opened and graded to an extent of six miles. One thousand shade trees of various kinds have been out about the lots and streets, besides a large number of fine fruit trees planted by Mr. Cossett. About forty houses are built, ranging in value from \$2,000 to \$8,000. Excavations are being made for several other handsome houses. A school-house is being constructed to cost at least \$10,000. It is to be a basement and three stories high; the first two floors will be dedicated to the different grades of the school, and the upper one, which is 17 feet to the ceiling, will be used as an assembly room. A handsome church, worth \$15,000, will be immediately constructed.

Two large brick store buildings have been recently erected and occupied with stocks of general merchandise.

Something entirely novel in the way of enterprise is being carried out by the proprietors. They are constructing a series of miniature lakes on the slope, two of which will be devoted especially to fish culture. These are to be located on the summit of one of the ridges. They are to be oval in form and connected by a narrow stream of water. The third lake is situated just under the hill and near the railway track. This will be elliptic in shape and one of the most attractive features of the place. A wide drive will encircle it, which will be studded with fine large trees, grass plats, etc. Boat and bath-houses will be erected upon its borders. A stone ice-house is to be provided near the track and convenient for shipping. The bathing house will be of stone, and will contain several rooms to which water will be conveyed from the upper lakes, which receive their supply from the spring and artesian well. The lower lake will be one half of a mile long, and will afford ample room for boating.

The large number of streets graveled from the beds in the vicinity, bordered by three rows of thrifty trees on each side, interspersed with handsome evergreens and liberally furnished with sidewalks, present an attractive feature.

When all the improvements mentioned are complete, La Grange will have many sterling attractions for the settler, which will make it in the near future one of the most important and prosperous suburbs in Cook county.

Messrs. Cossett & Lay and D. B. Lyman, of the firm of Lyman & Jackson, are

sole proprietors of all the lands of the tract, excepting that part which they have sold to settlers.

The expense of annual tickets to the city by railway is \$67, and the facilities of transit are ample.

HINSDALE.

The village of Hinsdale was originally laid out in 1866. In the year 1869 quite a number of houses were built and occupied, and appearances warranted the presumption that there would be a popular place there some day.

The village is situated on the Chicago, Burlington & Quincy railroad, ten miles from the city limits and sixteen miles from the Court-house. The situation of the place is handsome and attractive, being elevated prairie-land with alternate hills and groves; some of the hills rising as high as seventy-five feet above Lake Michigan.

The first operations in building began in 1868. In that year Mr. Wm. Robbins built a large stone school-house; a store, and a post-office was established, and a Congregational church was organized by Rev. J. E. Roy. During the next year building commenced in earnest; people arrived; increased railroad facilities were added, and a small hotel, and another store and meat market were built. Enterprising men could afford to accept deeds of well-located acres for \$200 to \$300 and live there. A property owner stated that he was offered \$400 at this time for a half-acre lot, which was considered the best business corner in town. Many offers succeeded the first, the price always increasing.

The next year, Mr. O. J. Stough built and furnished, on the north side of the town, a handsome little church at a cost of \$4,500, and still maintains it free to all. Rev. Dr. W. S. Belch was the first pastor, Rev. A. Crum at present. The religion preached in this church is of the liberal type.

The Baptists also built a fine church, on the south side of the town, at a cost of \$12,000. Mr. Robbins donated the land. The Baptists and Congregationalists have held union services, which were conducted by the Rev. Mr. Bascom.

Hinsdale is well supplied with schools. The stone building erected by Mr. Robbins was purchased by the school district, and is now maintained as a public school. Mr. O. J. Stough built a large school-house, on the north side, in which Prof. Gleason keeps a private school. The upper part of the building is called Stough's Hall, and is used by club parties and for public entertainments.

The inhabitants of the suburb at present number about 1,500. The public buildings, in addition to those mentioned, are a substantial brick depot on the Chicago, Burlington & Quincy railroad, a small hotel, and several stores.

Among the prominent residents who have built themselves comfortable homes, the following may be mentioned: Mr. Robbins, who was the first settler, has a beautiful stone villa, half hidden in a natural grove, about a mile southeast of the depot, which, with the improvements, is valued at \$35,000. Mr. Robbins first purchased, in 1864, a tract of 800 acres at \$20 per acre. He has platted 480 acres of this land, and also gave the right of way to the Chicago, Burlington & Quincy railroad when that Company decided to pass through the place. Mr. Robbins has sold about

320 acres at various prices. Mr. Stewart, Assistant Superintendent of the American Express Company has a large French roof house and improved grounds. Mr. David Roth owns a large and comfortable house and five acres of land covered with fruit trees and shrubbery, which is valued at \$15,000. Mr. E. P. Hines and Mr. H. A. Harvey, Private Secretary to the General Superintendent of the Illinois Central railroad, occupy half a block of the highest ground on the south side, and have very pretty houses, just alike, fronting on Washington street, worth about \$7,000 each. Mr. John Parker, type founder, owns the second block south of the depot, and has a comfortable house on it. The place is considered worth, at least, \$20,000. Mr. J. Hulauiski, chief clerk at the C. B. & Q. R. R freight office, has a neat cottage on the same street. Mr. C. H. Hudson has a handsome house, on the south side, worth about \$10,000. Mr. George Wells, of the firm of F. D. Cossett & Co., has a very pleasant home valued at about \$8,000. Mr. E. W. Banker has a fine house on a two-acre lot, on Third avenue, worth \$10,000. Mr. J. L. Hines, who has proved himself one of the most active men of the town, by building seven or eight houses, has a very comfortable home worth about \$12,000. Mr. H. Esterbrook, traveling Auditor of the Chicago, Burlington & Quincy railroad, has a comfortable cottage home. Mr. R. Evans, of the "Chicago Times," has a very fine cottage and four acres worth about \$7,000. Mr. A. Lincoln, of the firm of C. T. Reynolds & Co., owns a home-like cottage on Main street. Mr. Crocker, attorney at law, has a nice house and grounds in a grove, on Oak street, worth \$10,000. Messrs. Chapin, Allen, John and Henry Reed, of A. Reed & Sons, and Amos T. Hall, have neat cottages. Mr. Wm. McCredie, Freight Auditor of the Chicago, Burlington & Quincy railroad, has a substantial house and two acres, fine grounds, in a grove, valued at \$8,000. Mr. N. H. Warren, and his brother, have fine houses and improved grounds valued at \$10,000 to \$12,000 each. Mr. Jerry Nottingham owns two large houses, in one of which he lives. Messrs. A. A. Mann, J. W. Wilcox, J. W. Sawyer, S. W. Hunt and Wm. Johnson, have neat cottage homes on Main street. Judge Joel Tiffany has a large, elegant house and two acres improved grounds, on Washington street, valued at \$16,000. Mr. Anson Ayers and Mr. Derrickson have pleasant homes on the same street. Mr. M. A. Donohue, book-binder, Mr. D. S. Perry, Dr. L. Bush, Mr. Thos. Lonergan and H. Bush, have comfortable homes on Lincoln street. A plain cottage with pleasant grounds, on the corner of Walnut and Grant streets, is owned by the mother of Congressman Tom Fitch, of Nevada. Mr. O. J. Stough, who is one of the principal proprietors of the town, has a plain house situated a few blocks north of the depot on the summit of a hill, forty feet above the bed of the railroad and one hundred and eighty feet above Lake Michigan, in the center of a block of twelve acres, handsomely laid out with gravel roads and concrete walks, and improved by trees and evergreens of every variety. Mr. Stough has proved the soil to be well adapted to fruit growing. As an evidence of the success that has attended his experiments, it may be stated that 15,000 pounds of grapes were raised on a one-acre patch in 1872. Evergreens also flourish there. Some of them which were planted six years ago when only a few inches high, are now as many feet. This little hill of twelve acres has certainly been the object of care. The owner has been offered the sum of \$40,000, while the original cost of the whole farm seven years ago was but \$6,000. Messrs. F. Denning, W. W. Wood, M. Middleton, J. W. Hath, J. O. Bryant and D. A. Esterbrook, have hand-

some houses and beautiful grounds of from two to ten acres nicely laid out. Dr. Fisk, Mr. A. Pugh, Mr. J. F. VanNortwick, Hon. Wm. M. Whitney, D. A. Courter, bridge builder for the Chicago, Burlington & Quincy railroad, and others, have pleasant and commodious homes.

The drives from the village in every direction are very pleasant, especially to persons accustomed to the monotonous flats around the city.

The property up to a recent date has been owned principally by Messrs. Wm. Robbins and O. J. Stough; but Mr. S. has lately sold out his interest to a stock company composed of C. E. Bruner, Benj. Lombard and others, whose policy will be an active one. Mr. Stough has expended at Hinsdale in land and houses, which he has sold on time, no less a sum than \$250,000.

In the spring of 1874, Mr. Bruner, trustee, will erect fifty houses varying in value from \$1,500 to \$2,000 each. They are now surveying the Esterbrook tract, forty acres, preparatory to raising the streets to grade, putting in sewers, etc. Professor Thayer, of Jacksonville, Ill., is negotiating for the purchase of several acres on which to erect a ladies' seminary, which will be of brick, of large dimensions, of fine architecture, and a first-class institution.

Lots are now selling at from \$10 to \$25 per foot. Acres bordering upon the plat at from \$400 to \$1,000.

There are twenty-four daily trains to and from the city. The fare is \$75 per year and twenty cents per ride for family tickets. The distance is traversed in from thirty to sixty minutes from the different stations in the city.

CLARENDON HILLS.

Clarendon Hills is twelve miles from the city limits, on the Chicago, Burlington & Quincy railroad. There probably never was a section of land (640 acres) made in better shape for a suburban town than the east $\frac{1}{2}$ of section 10 and west $\frac{1}{2}$ of section 11, town 38, north range 11, east.

The gentle swells, the steeper hills—some of them extending to a height of two hundred feet above the lake level—and the beautiful valleys, cause almost any man accustomed to living in Chicago to remark, as he rides over it, “Well, this is charming!” and, to the eye of a smart real estate man, seems to be just as good as if made to order.

One of our most successful suburban town makers has said to us that he was most forcibly struck with that idea on first looking over it, seven years ago, when it was all farms; and remarked to a friend that he would live to see that spot one of the most charming villages about Chicago; and at once tried to make arrangements to buy it, but could find no person to join him at \$35 per acre, on easy terms.

The railroad runs through the section diagonally, leaving 370 acres on the south side, and 270 acres on the north.

In 1867, Mr. O. J. Stough persuaded Mr. J. M. Walker, now President of the Chicago, Burlington & Quincy railroad, to buy the part south of the Company's line for \$17,000, or about \$46 per acre; and, in 1868, J. M. Walker, Robert Harris, Amos T. Hall and O. J. Stough, bought the part north of the railroad for \$40,000, or about \$150 per acre. Immediately after that, the entire tract was laid out in park form, with curved streets, and here and there small public grounds, and a large public park on the north line. Streets were nicely graded and planted with trees, and the idea of the enthusiastic originator seemed a simple consequence, or circumstance, to almost any one who had the pleasure of riding over the finely made streets, with the beautiful curves and undulations, and the lovely lawns, already made, and sloping gracefully to the streets, on almost every acre of it.

During the past year, Messrs. Holmes & Co. have purchased the larger part of the south side, for about \$300 per acre, J. M. Walker reserving about twenty acres for a country seat for himself, and Dr. F. H. Walker about ten acres, on which he has a large and comfortable villa.

Already about twenty-five houses, with school and meeting-houses, have been erected on the south side, and, during the coming season, will be followed by stores and a hotel. The proprietors are offering very liberal inducements to buyers, in the way of prices and terms, and, with the unrivaled qualities of the lots, cannot fail to have a large and flourishing town.

No lots have been offered for sale on the north side, but Mr. H. C. Middaugh is putting them in such shape that when they are put upon the market the demand cannot fail to be brisk. He has almost the entire tract rolled and grassed, fit for a gentleman's lawn; and the streets, a handsome, smooth grade, all lined with elms and maples.

During the past summer, Mr. O. J. Stough has sold his quarter interest to H.

C. Middaugh, for \$30,000; and the half interest of Messrs. Walker, Harris and Hall, for \$50,000. Thus, the actual value of the entire section is not less than \$250,000, to-day, or ten times the amount asked seven years ago.

At an average of \$5 per front foot, the section would figure up at a half million of dollars.

Aside from the 640 acres, which is all laid out in lots from fifty to one hundred feet front, large provision has been made for parties who want ten-acre blocks, more or less. O. J. Stough owns just as beautiful land on every side of it, at the present time valued at from \$200 to \$500 per acre, in quantity. Outside of that circle, again, most desirable, high-rolling, rich farms can be bought from \$75 to \$100 per acre.

DOWNER'S GROVE.

The old and familiar town known as Downer's Grove contains about 450 inhabitants, and is a place worthy of remark. It was first settled in the year 1834, by J. Blodgett, a Mr. Curtis, Judge Blanchard, and two or three others, and derived its name from one of its residents named Downer, and the large grove adjoining the village. It is situated in Du Page county, on the line of the Chicago, Burlington & Quincy railroad, 19 miles from the Chicago Court-house. The soil in and about the place is rich and peculiarly adapted to fruit and vegetable culture; and being high, and underlaid with gravel, affords excellent surface drainage. About 350 acres of the village land is owned by a Chicago Company, composed of H. G. Powers, L. L. Greenleaf, A. C. Ducat and others, who propose to convert it into an attractive residence park. About twenty-five of the residents are Chicago business men, who find it advantageous to reside there, and who consider that the pleasures there secured are sufficient to liquidate the expenses incurred through railroad fares, etc. There are at present some 90 dwelling-houses (some of which are very good), three general stores, meat market, coal and lumber yard, drug store, two-story brick school-house, four organized churches and a fine hotel. In addition to these, there are perhaps a dozen other dwellings in process of erection; and a steam mill is now contemplated by one of the enterprising citizens.

THE NORTHWESTERN CAR SHOPS.

The largest and principal shops of the Chicago & Northwestern railroad are now in process of erection on the Galena division of that road, just west of and adjoining the city limits, in the north half of section 10, 39, 13 in the township of Cicero.

The buildings completed and ready for occupancy are a round-house, 280 feet in diameter, containing 39 stalls; a machine shop, 552 feet long by 120 wide; and a blacksmith and boiler shop, 402 x 80 feet. In addition to these, two water tanks, with each a capacity of 95,000 gallons, are nearly finished. The investment in building has thus far amounted to \$350,000. All the structures are covered with fire-proof roofs, supported by iron columns, girders and stays. The Company has also put in foundations for four car shops, 302 x 80 feet each, and a storehouse 302 x 60

feet. These will not be finished until the summer of 1874, as the Company design to furnish this winter only the buildings necessary for repairing and supplying locomotives. From the machinery now going in they will be able to duplicate every portion of an engine ; and the intention, finally, is to make engines entire for the road. The department now being introduced will employ 700 men. When the other buildings are added the total number of men at work in them will be about 2,000. The flow of the artesian well on the premises will keep both of the gigantic tanks full and furnish all that is used for every purpose, including the heating of the buildings. The Company is putting in \$200,000 worth of machinery, and nearly 1,000 men will be employed this winter.

Of course, the location of such a vast industry as this, has caused a rapid rise in values of land in its vicinity, and a number of subdivisions have been made about the Company's ground.

The West Chicago Land Company, an association of Chicago gentlemen, purchased, in 1872, the south half of section 10, paying \$1,000,000 for it, and immediately began the sale of lots ; also 40 acres in the northwest quarter of section 10 for which they paid \$40,000. George Smith, the retired banker, owned 240 acres of the first-named tract when the Company purchased. He had held it twenty-six years, having paid \$5 per acre for it in 1846. In 1868, he was offered \$500 per acre. After the location of the parks the next year, he raised the figure to \$2,000 per acre. The Company paid him, in 1872, \$3,000 per acre. They bought the tract — 80 acres — lying west of Mr. Smith's property, of Ohio parties, paying them the same price. Wm. M. Derby owns, just west of the half section described, a piece containing 140 acres ; also 80 acres in the north half of section 15. He purchased this property one year ago, paying an average of \$2,000 per acre. It is now worth \$4,000 per acre. The tract of the West Chicago Land Company has about 50 houses erected upon it, the values of which will run from \$600 to \$4,500. All the streets are opened and graded, and ten miles of sidewalks are already built. Madison street, widened to 130 feet, graded and macadamized, and overlaid with fine gravel, as far as the west line of Cicero — a distance of four miles — skirts the southern line of the Land Co.'s property. The Chicago & Northwestern railroad has a passenger depot at each side of the Land Company's interest, viz. at Fortieth and Forty-eighth streets, and the shops are located just north of it across the track, and extend from Fortieth to Forty-fifth street. Central Park is only two blocks from its eastern boundary, thus giving residents the benefit of a park without burdening them with city or park taxes. The men employed on the works will, as a general thing, accept the liberal inducements offered by the Land Company and bring their families there to live. Thus it is reasonable to estimate that a population of from 8,000 to 10,000 will soon gather at that point. J. D. Harvey, 174 LaSalle street, is the general agent for the sale of the Land Co.'s property.

Mr. C. E. Crafts, a real estate dealer of this city, owns 40 acres just west of the works. He has been very successful in making sales in lots and blocks from his property, both from its nearness to the railroad track and from its being only a little east of the thriving village of Austin, and but a few steps from the West Forty-eighth street depot. A switch is already put down on the south side of his tract, and a desirable manufacturing site is afforded to any who wish to purchase for that purpose.

The two interests above noted are the only ones in the immediate vicinity of the works where property is now for sale in lots and blocks.

AUSTIN.

Austin is the first suburban point on the Galena Division of the Chicago & Northwestern railroad. It was laid out in 1866, having, as its projectors, a clock manufacturing company. Fire, however, soon brought this enterprise to an end by the destruction of the factory. But the location possessed intrinsic merits of its own, which, when once attention had been attracted, rendered its settlement as a suburban town a matter of certainty. Its original subdivision comprised a mile square; now it has grown to twice that size. At first nobody lived in it except on the north side of the railroad, now there is a large number of neat cottage residences on the south side also. There are, it is claimed, 1,000 people living at the place, nearly all the heads of families, who do business in the city.

Austin is the seat of government of Cicero township, and the town-house, a fine brick building, two stories in height, stands in the center of a tract of four acres known as "Holden Park." The building contains a hall capable of seating five hundred persons. The cost of the structure was \$25,000. Almost directly north of the town-hall is located the public-school building, three stories in height, with excellent basement accommodations, and spacious play grounds, the whole costing about \$18,000. This has been pronounced by educational experts one of the very best schools in the county. The number of scholars in attendance is over 150, and is constantly increasing.

The oldest organized church denomination in the village is the Methodist Episcopal, the members of which have recently completed the erection of a handsome edifice at a cost of \$8,000. It is capable of seating two hundred persons. The pastor is the Rev. Mr. Marsh. The Baptist people organized in 1871, and last year erected a substantial building at a cost of \$7,000. Its pastor, since the organization of the society, has been the Rev. Mr. Alex. Blackburn. The seating capacity of this church is two hundred. The Presbyterian church is under the care of the Rev. E. N. Barrett. Mr. I. W. Bennett donated the lot at the southeast corner of Central avenue and Frink street—a beautiful site—and \$10,000 has been subscribed toward the cost of erecting the church edifice. From these statements it will be readily seen that the village is well provided with educational and religious advantages.

The increase in the value of real estate in this suburb has given the early purchasers a handsome profit. Good lots were to be had near the depot in the early part of 1869 at \$5 per foot. The same land to-day would sell readily for \$30, \$40, and \$50 per front foot. In all parts of the town the ratio of increase has been nearly as great, except in the case of some undivided tracts lying at the outskirts which have never been put upon the market. In Mr. Austin's tracts, lying west and northwest of the center of the town, some lots 120 feet square, and some 120x150 feet, are offered at from \$12.50 to \$25 per foot.

On the south side of the railroad track an active movement in real estate has sprung up within the past two years, and already many improvements have been made. Lots with from 25 feet to 50 feet frontage by 175 feet in depth, have been selling at prices ranging from \$15 to \$40 per front foot, according to location.

A subdivision was recently made by Mr. C. E. Crafts, a real estate operator in this city, of a plat south of the railroad track, possessing graveled and sewered streets, and accessible from Madison street. Parties resident in Austin, or on the lands lying east owned by Mr. Crafts, are within easy distance of the west side parks. In the immediate future, Central Park, with all its sylvan beauties, will be open to the residents in this suburb, free from all park assessments.

An excellent drainage system is one of the characteristics of Austin. Sewers are already laid half a mile in length from west to east, and one mile in length from north to south ; and will be extended in both directions as fast as public necessities demand them. The location of the village upon a high ridge, 36¼ feet above the Chicago river, and with a gentle slope to the south, renders the successful drainage of the village a comparatively easy task.

Among the other attractions of this place is Merrick Park, a tract of seven acres, located in the center of the village and moderately well improved. The park takes its name from Mr. C. C. Merrick, who donated it for public use.

Four years ago, the number of Austin people traveling to and from the city was less than ten. Trains run hourly during the day between the two points. The commutation rate of tickets is one hundred rides for \$7.50 ; yearly tickets \$50. The time occupied is only twenty-five minutes.

In the eastern part of the suburb known as Bridges' addition to Chicago are quite a number of residences all built within the past three years. Property here shows a rapid appreciation in value.

The village government is vested in a Board of Trustees, who have the same powers as those pertaining to our City Council.

Among the prominent persons living at this superb are the following : Col. Warner, C. E. Crafts, Col. Lyman Bridges, Messrs. Sprague, Hughes, Bassett, Sherwood, Barker, Hitchcock, Philbrick and others.

RIDGELAND.

On the line of the Northwestern railroad, between Austin and Oak Park, and one mile from either of these stations, is located the young and thrifty village of Ridgeland. The town is three miles west of the city limits, and seven and three-fourths miles from the Wells street depot. The original owners of the town were J. W. Scoville, President of the Prairie State Loan and Trust Company, Hon. W. B. Ogden, Mahlon D. Ogden, Joel D. Harvey, and Josiah Lombard. The cost of the tract to these parties was about \$700 an acre, except that held by the Ogden interest, which was bought from the Government at \$1.75 per acre. Platting was commenced in the fall of 1871, but it was not until May, 1872, that the first work of improvement was begun. The streets were then graded, maple trees planted, and a depot costing about \$4,000 was erected. It is one of the best suburban depots on the Northwestern road. A large amount of sidewalk has also been laid, probably three or four miles. An artesian well was commenced, and a depth of 1,200 feet had been reached, when the drill was lost, and the contractors had to

sink a new shaft. The second attempt was more successful. At a depth of 1,630 feet, a fine flow of water was reached. The well is the second largest in the county.

At the present time there are some fifteen or twenty houses in the place, all of fair proportions, and costing from \$2,000 to \$5,000 each. The work of building new residences was carried on with energy during the fall of 1873. Among the parties who are now living at Ridgeland are E. A. Cummings, of the real estate firm of S. M. Moore & Cummings, LaSalle street; J. Frank Richmond, attorney; George Butters, of the firm of Wm. A. Butters & Co.; Geo. W. Schoonhoven, insurance agent; F. E. Spooner, manager of the firm of T. M. Avery & Co., lumber dealers; Col. Kungle; and others.

The land has good drainage towards the south, and is forty-six feet above the level of the lake. The lots are 50 x 170 feet in size, and sell at from \$15 to \$20 per foot. They all front on 80-foot streets.

Ridgeland, from its position between the suburbs of Oak Park and Austin, cherishes hopes that it may yet incorporate the two. Already it is thinking of organizing a company to supply gas for both places, and the project of erecting a hotel is contemplated. Next spring it is intended to plant more trees, to lay sewerage pipes through the town, and mains to connect the artesian well with every lot in the suburb.

The population reside, for the most part, on the north side of the railroad, but a prosperous settlement may be looked for on both sides. In addition to the railroad facilities, the suburb is accessible by three principal streets—Chicago avenue, Lake and Madison streets.

OAK PARK.

Oak Park, with its twin sister Harlem, is one of the oldest suburbs of the city. These towns were settled about the year 1854, and have progressed quietly, but surely, ever since. Both places have been remarkable from the fact that they have not been the subject of reckless speculation, and have in consequence acquired a most gratifying measure of esteem among suburban people, which bears its fruit in high prices and excellent society. Oak Park is some sixty feet above the level of the lake, and possesses excellent drainage. The water supply is obtained from wells, which furnish good, wholesome water, at a depth of fifteen to twenty feet. The subsoil is gravelly, and the whole surroundings of the suburb are conducive to health.

Oak Park has always been a favorite resort for literary and religious people. It possesses several handsome churches, one or two of which call for special mention. The Congregationalists living in this suburb have in process of erection a church building which will cost \$30,000, and in the lower rooms of which they expect to hold service during the coming winter. Mr. J. W. Scoville, who lives in an elegant residence at the east part of the town, is one of the most liberal contributors to the building fund, and has been ably seconded by the hearty liberality of many of the residents of the suburb. The church is built of Lyons stone, and occupies a prom-

inent position in the village. The steeple rises to a height of one hundred and fifty feet. The congregation are to be congratulated in having secured the Rev. George Huntington, an able divine, as their pastor. The Methodists are also erecting a substantial church of brick, with stone cappings, at a cost of about \$15,000. The work on this church is somewhat more advanced than on that of the Congregationalists, and the congregation expects to be able to worship in the large room within a few weeks. The minister, appointed by the late conference, to occupy the pulpit of this church, is the Rev. Mr. Strowbridge, late pastor of the Ada street Methodist church. The Episcopalians have a neat church edifice in Harlem; the Unitarians a modest sanctuary in Oak Park. The latter place has as yet no town organization, but there are excellent graded schools, and substantial buildings covering the plat.

The sale of real estate in the suburb has been rather quiet during the year, no attempt whatever having been made to force it. Prices have ranged from \$10 to \$75 a foot, according to location. The original owner of the land was Mr. Joseph Kettlestrings, who purchased at the Government price of \$1.25 per acre. Mr. Kettlestrings still lives in the village, and has seen his property increase in value in rapid ratio. Two years ago, it was sold at \$3,000 per acre. The village was subdivided in 1858; for some years, however, but little was done in the way of settlement. In the neighborhood of this suburb, land can be purchased at from \$1,000 to \$3,000 per acre. During the present season, about thirty houses have been built, at an average cost of \$3,000 to \$5,000.

The houses in Oak Park, with very few exceptions, are substantial, large and handsome; and generally they are on good sized lots. Among the wooded groves which surround the town, and from which it derives its name, are to be found many elegant residences. Noticeable among them are those of Hon. H. W. Austin, member of the late Legislature; J. W. Scoville, President of the Prairie State Loan and Trust Company; J. H. Hurlburt, of the Board of Trade; T. P. Stone, and W. H. Wood, trustees for the Couch estate. Among other handsome houses, are to be mentioned those of J. K. Russell, E. O. Gale, A. J. Cheney, J. W. Middleton, Geo. Sharp, Geo. Eckhart, O. C. Blackmer, Geo. Everts, J. Kettlestrings, P. Smith, A. T. Hemingway, real estate dealer, and others. In Harlem, Mr. J. H. S. Quirk has perhaps the finest residence. In addition to the clergymen mentioned above, Rev. J. E. Roy, Superintendent of Home Missions, and Rev. S. J. Humphrey, Western Superintendent of Foreign Missions, have excellent residences in this delightful suburb.

RIVER FOREST.

The three several subdivisions of the tract known as River Forest were made about four years ago, by Roger Fowler, Geo. L. and S. Thatcher, and Mr. Lathrop. The plat is 500 acres in area, located in sections 1, 2, 11 and 12, in township 39, range 12, eleven miles directly west of the city, and adjoining Harlem on the west, on the line of the Galena division of the Chicago & Northwestern railroad. The station has a service of 12 trains each day. The fare is \$65 for annual tickets, \$12.50 for 100 rides, and 35 cents single ticket.

On the east shore of the Desplaines, which here takes a deep bend to the west,

about 70 acres are laid out in private park grounds, covered with natural growth timber, and divided into very eligible sites for homesteads of the better class. West of this, 130 acres is figured with curvilinear avenues 100 feet wide, and the lots laid out accordingly. East of this piece, 100 acres are laid out in a park, which will be preserved without subdivison for ten years. This is ornamented in a style which favorably compares with the *regimé* of our city parks improvement. The regularly laid out lots and blocks lie to the north of the portions above described. They are from 50 to 100 feet in width and from 200 to 300 feet deep. Lake street passes through the southern portion of the village tract, and is continued by a bridge over the Desplaines river. The public improvements consummated are a brick school-house, with graded departments, and which was built at an outlay of \$10,000 in 1865. On the last examination day of the county schools outside of the city, this was voted the banner school. A Methodist church is also about completed at a cost thus far of about \$10,000.

About fifty houses are completed, ranging in value from \$2,000 to \$25,000 each. Gen. S. Thatcher's house cost the maximum amount above named. Mr. Geo. L. Thatcher's house, which stands in the center of a handsomely improved lot of six acres, cost \$12,000, and with the site is worth \$35,000. Mr. E. W. Alexander's residence cost him \$16,000. Among the other prominent homesteads are those owned by Messrs. Geo. A. Drake, Auditor of the American Express Co.; James Fuller and Thos. L. Rattle, of the Northwestern Railway Co.; James Schute, S. D. Tole, B. L. Chamberlain, D. W. and D. A. Thatcher, all of the American Express Company; I. R. Andrews, real estate dealer; H. Odell, Robt. Odell, S. F. Counts, C. O. Reed, Prof. Ford, Geo. O. Blair and Prof. Beal.

All the untimbered lots are bordered with two rows of planted trees. The prices of land are from \$10 to \$40 per foot, according to location.

MAYWOOD.

Maywood is one of the youngest and yet one of the most prosperous suburbs of the city. It is located on a high table-land, west of and more than thirty feet above the Aux Plaines river, ten miles from the Chicago depot of the Galena Division of the Chicago & Northwestern railroad.

The Maywood Company was organized in April, 1869. Building operations were begun in July of that year, and the town has been wholly built since that time.

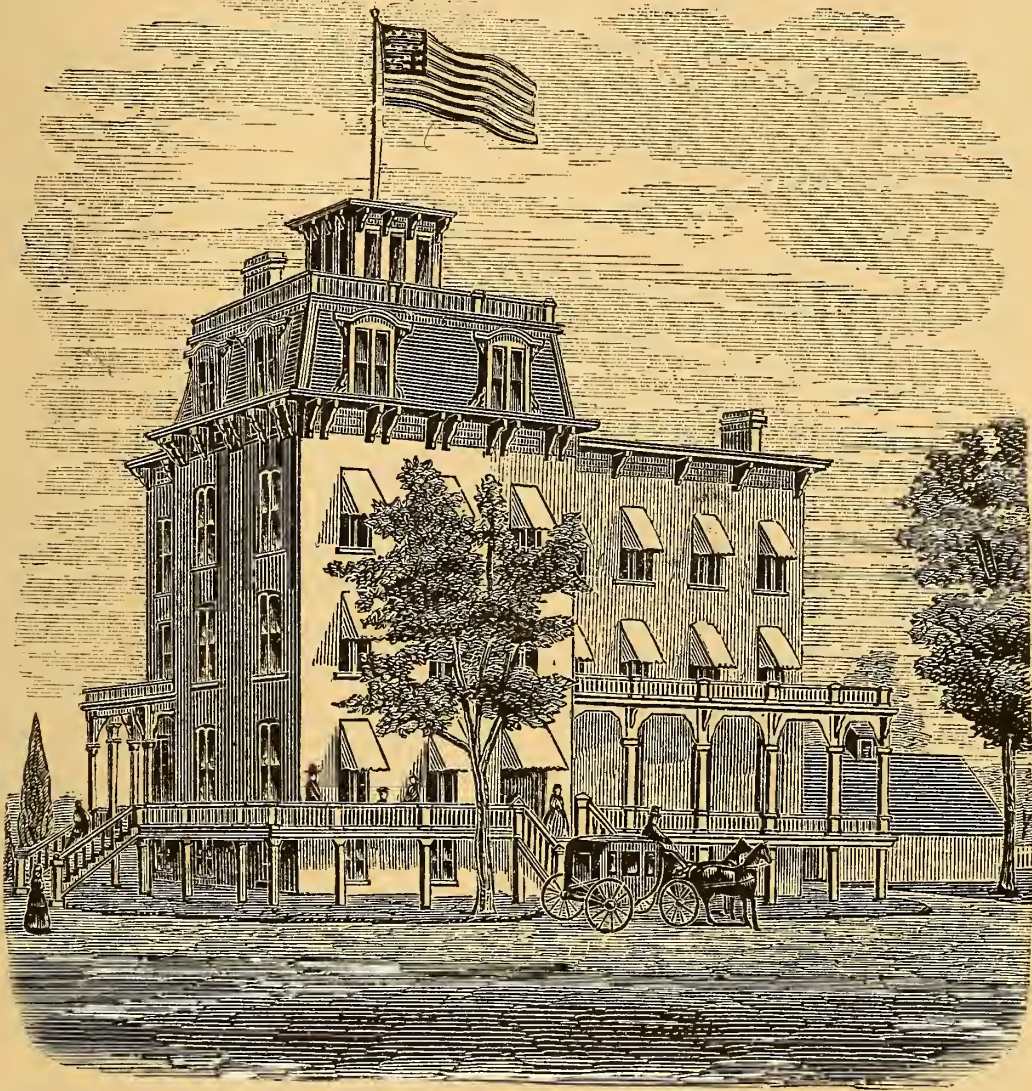
The population is now over one thousand. The buildings of all kinds number nearly two hundred. In the year 1872, 83 houses were erected — all by parties who occupy them for their own use.

Aside from the location, the facilities for drainage and ease of transit to and from the business center of the city, the rare success of the town is mainly due to the financial strength and practical common sense of the Company which started it.

There are three public schools upon the graded system in operation. The school buildings are centrally located; one is brick, costing some \$9,000. The schools are alike the pride and care of the people.

The Congregational, Episcopalian, Baptist, Methodist and Presbyterian denomi-

nations have organizations and maintain services at regular periods. The Maywood Company, in their original plan, set apart for church purposes a sufficient amount of land, so that the avails of the sales will build all the churches. The Presbyterians have a neat church, costing something over \$6,000. The Congregationalists are now building, and the other denominations are making preparations to build as soon as a judicious prudence will warrant them in so doing. A union Sabbath



MAYWOOD HOTEL.

school, of more than 130 scholars, in which all have heartily labored, has been maintained for two years.

The Maywood hotel is of brick, four stories high, with mansard roof. It is thoroughly built and elegantly furnished, and is kept open during the summer and winter. There is no saloon in the hotel. There are several stores in operation, a post-office, etc.

The streets (over 30 miles) are all made in Maywood proper. Some six miles of sidewalks have been put down, and a park laid out, containing 16 acres.

Proviso, in which Maywood is situated, has no funded or floating debt, and, for a wonder, has money in the treasury to meet all contingent expenses.

The titles of the Maywood Company are perfect, and full warrantee deeds are given; but a clause is inserted in all deeds against cattle being allowed to run at large, and requiring buildings to be placed a given distance from the street; and no property is sold by the Company except to be built upon. The prices are about \$15 per foot, and any amount of time is given, at low interest, requiring no payments down, nor until final payment at the end of the term. In case parties choose to pay part down, say \$1,000, the Company will cause a loan to be made to the party of \$2,500 to enable him to build a good house.

Railway trains run very frequently, the fare being 40 cents; 30 rides, \$6.50; 100 rides, \$13.50; by the year, \$70.

MELROSE.

Melrose, a beautiful subdivision, six miles west from the city limits, on the Galena Division of the Chicago & Northwestern railway, and thirty minutes ride from the Wells street depot, is a part of an original tract of land purchased some four years ago, and subdivided for the establishment of a town. The eastern portion of this tract was vigorously pushed forward to development, by the Maywood Company, and a depot was built and called Maywood. In 1873, the western portion of said tract was platted and named Melrose, by the Melrose Company, and this was done for the purpose of establishing another depot, and also for securing additional resources for development, thereby affording to this beautiful suburban spot double advantages in eligibility and resources, and giving it a priority and force seldom equaled in any other subdivision. Under the influence brought to bear upon the Melrose tract, and from the strength derived from its mother town, Maywood, some fifty residences were built and occupied by their respective owners long before the Melrose depot building was finished, and even before the Company were ready to place their lots in market. Now the town presents an appearance, both of age and life, characteristic only of older places; and it has already a manufactory of steel car springs, employing a large force and doing a successful business. Melrose and Maywood are then, in reality, but one place, bordering upon the Desplaines river, and having the advantage of two depots instead of but one, thereby making their entire lands extremely eligible, and affording double resources for development in everything essential to a beautiful and inviting town.

Melrose is situated on a high table land, fifty-nine feet above the level of Lake Michigan, and twenty-five feet above the Desplaines river, into which it is easily drained. Its streets are all graded, and trees are planted, and the general appearance of the improvements would lead a stranger to suppose that they had been in existence for ten years. There are already at the two places three churches, one high school and one normal school, two hotels, one livery stable, three factories, lumber, brick, coal and wood yards, post-office, express office, drug store, meat market, ice house, dry goods and grocery stores, and shops of all kinds. Maywood Park

embraces a beautiful tract of land, bordering on the Desplaines river, and is beautifully diversified by uneven ground and native trees, has two artificial lakes, is provided with various kinds of amusement, has a music stand, rustic bridges and walks, and contains an observatory two hundred feet high, from the top of which may be seen an extent of territory for thirty miles[]] around, and which affords one of the finest views in the west.

Ovington avenue, running northwest from the Melrose depot, is one hundred feet wide ; has a double row of maple trees on either side, and is the highest point of land for miles around. It is almost incredible to recognize these substantial improvements, made within the short time of four years, and still it is easily understood when we contemplate the desirability and accessibility of the spot on which they are located. The population now numbers three thousand ; and the advantages offered in location and prices are making almost daily accessions to the numbers already there.

The Wells street depot, from which the hourly trains start for Melrose, is just across the bridge from the heavy business center, and is nearer the Court-house than any other depot. Furthermore, this is a double-track railroad ; hence, trains run regularly, without delay on side-tracks for belated or passing trains.

The already populous towns of Austin, Ridgeland, Oak Park, River Forest, and Maywood, made up only of the families of merchants and business men of Chicago, give us the most select class of passengers, and make it to the railroad's interest to run early, frequent and late trains for the accommodation of all. The Railroad Company has also located the turn-table at Melrose, as the end of the line of hourly trains, and the fare is only thirteen and one-half cents. For those who keep their own conveyance, and wish to drive, there is a macadamized road, a continuation of Lake street, and passing through the beautiful towns of Austin, Ridgeland, Oak Park and River Forest--being the main road to Elgin, from Central Park to Melrose depot--making an elegant drive, of not over an hour's time from the Court-house.

There are excellent school and church advantages, and the high ridge on which Melrose is located, between the waters flowing east into Lake Michigan and west into the Mississippi river, affords a spot excelled by no other suburb for health and desirability. At Melrose and Maywood there is no funded debt and no local assessments, and the taxes are but a fraction on each lot ; unlike the excessive burdens of our city taxation and special assessments.

The Melrose Company is located at 157 Washington street ; and, by application to D. Knight Carter, who is an extensive land owner, maps and all needful information may be had.

ELMHURST.

On the Galena division of the Chicago & Northwestern railroad, about sixteen miles from the city, is situated the attractive village of Elmhurst, formerly known as Cottage Hill. It has shown a rapid development during the past two or three years, and gives promise of becoming one of the favorite resorts of city business men. The place bears an attractive rural appearance, and gives an impression of quiet ease and homelike comfort to all who visit it. The first substantial improvement was the erection, in 1858, by Mr. Thomas B. Bryan, of an elegant country seat. Located on the top of a hill, with a pleasant prospect, but one fault could be found with the spot he fixed upon for a home ; it was devoid of tree or shrub of any kind. But Mr. Bryan quickly decided to help transform the scene and by means of transplanting a large number of all kinds of trees and evergreen shrubs, soon his homestead became a very Forest of Arden. The successful accomplishment of this feat of transplanting so great a number of large trees was the subject for much interesting discussion in the horticultural publications at that time.

Among other residences which have also been beautified in the same manner, are those of I. H. Lathrop and Seth Wadhams. Both of these places bear conclusive testimony to the practicability of transplanting full-grown trees. The principal residents at Elmhurst include the following : Lucian Hagans, John R. Case, George F. Rumsey, B. R. Cutler, Geo. M. Higginson, Mrs. Tibbatts, George Bates, J. R. Shipherd, C. Wade, G. Sawin, and others.

Lots are valued at from \$10 to \$15 per foot, according to location. They have a uniform depth of 264 feet. An acre lot on the main avenue is worth \$1,000 to \$1,500 ; and lands in the neighborhood outside the village sell at from \$75 to \$100 per acre. Things move along quietly in this suburb, and in keeping with its one great feature — that of its genuine rural character, undisturbed by town-like innovations. In this, it stands almost alone among Chicago's suburbs.

LOMBARD.

Lombard, formerly known as Babcock's Grove, is an incorporated village, twenty miles west of Chicago, on the Chicago & Northwestern railway. The original owners of the land on which the village stands, D. C. Ferguson, Isaac Claflin, N. Chapin, the Williams and Smith heirs, K. Mink, J. B. Hull and others, sold to Isaac Claflin and Josiah L. Lombard, most of the lands now included in the town plat. General Sweet and H. C. Childs platted a portion of the village. The original Babcock's Grove was known only as the Railway Station ; and not until Mr. Lombard secured the lands and obtained an act of incorporation did the place grow to any extent.

The part laid out and built upon is mostly high rolling prairie, but to the west is the beautifully wooded grove owned by Messrs. J. Johnstone, Isaac Claflin, D. C.

Ferguson and Rufus Blanchard. This grove is also about to be platted as an addition to Lombard.

The inhabitants number about five hundred. There are in the village about sixty dwellings, one hotel, two stores, a school-house, two churches and a railway station.

In 1867, the land sold at \$100 per acre. At present lots of about half an acre sell at from \$250 to \$1,500.

The Ramble estate adjoining the suburb has recently been purchased by Mr. Jos. Johnston, who has erected a model homestead thereon, and intends this year to subdivide his lands and sell the lots for building purposes. This subdivision is known as West Lombard.

The residents of the village are mostly Chicago business men. The following are among the most prominent of the place: Messrs. N. Matson, N. S. Cushing, N. Chapin, D. C. Ferguson, W. F. Brewster, Isaac Claflin, Reade, Haines, W. L. Rogers, Jas. F. Claflin, Chas. F. Brewster, Rev. Mr. Phelps, Chas. Phelps, W. R. Plum, Jas. Kelly, S. K. Cromwell, Newell, J. B. Hull, S. Churchill, D. Sheahan, J. Snyder, Gen. Sweet, Capt. Blake, R. L. Miller, and Messrs. Ballou, Long, Wrisley, Leroy, Northrop, Potter, Gregory and Barnard.

The buildings projected for the coming season promise well for the prosperity of the suburb. At West Lombard, Edson P. Albee has a beautiful homestead. The place is remarkable for its healthfulness, being built partly on high land, and partly in a most beautiful grove, about one-half mile east of the DuPage river.

DANBY.

This fine old village is situated on the Galena Division of the Chicago & Northwestern railway, 22½ miles from Chicago, on the skirts of a fine belt of timber land, which forms a crescent about it. The ground is high and rolling, the place being situated on two wooded ridges, with a deep glen between them. It was settled many years ago by people from New England, who brought to bear upon it the intelligence and steady, industrious habits characteristic of themselves. At the date of its settlement Chicago was but a small village. Danby now numbers 500 inhabitants, and has lately received new impetus from the hegira of city residents, who flock to the suburbs to avoid the high rates of rent and living charged in the city.

In the center of the glen stands a neat church edifice, and above it, on the ridge, is an excellent school-house. Delightful building sites can be secured at from \$100 to \$500 per acre, according to their proximity to the depot. Fourteen trains, running on a time-table adapted to the wants of city workers, call daily at the station, and the commutation rates are fixed at a figure liberally discounting the regular rates of fare. The running time between Chicago and the station at Danby is fifty-three minutes. The farming country about the place sends more produce to this depot for transfer to Chicago than is forwarded from any other point east of the Fox river.

Mr. W. C. Newton, whose father, Dr. L. R. Newton, was the oldest settler and the largest landholder in the place, and to whom these estates fell, will erect a residence, next summer, which will cost \$5,000. Messrs. Hicks, Fennemore, John

Walls, Dr. Tongue and others, will also improve their home sites by building handsome houses in the spring. Mr. H. W. Phillips is engaged in adding to his excellent improvements already completed. Col. James H. Meyers is busy with his scheme for constructing a mammoth hennery — the first of its kind near Chicago — and has sent to Europe for his plans. Messrs. Emmans & Morrison are engaged in re-constructing the Danby House for business purposes. Mr. Miles Allen's house, at the corner of Pennsylvania avenue and Main street, is surrounded by very tastefully laid out grounds. Mr. James Ward has a substantial brick residence and handsome grounds. Mr. W. H. Jacobs has finished an elegant cottage near his residence, which is of the same class of architecture. Mr. L. C. Cooper is putting up a neat gothic residence on the edge of the grove ; and Mr. Hicks will shortly build a new wagon manufactory and residence. Mr. W. L. Emmans, a merchant of the place, has one of the prettiest homes in the village. Messrs. Fennemore, Churchill and Cox are about to erect handsome dwellings. Messrs. W. H. and M. H. Wagner each have attractive residences fronting south on Pennsylvania avenue. Mr. F. B. Angel has a cozy homestead, embowered in evergreens and shrubbery, just south of the depot.

Opposite the church, on Main street, is the residence of Mr. C. A. Phillips, real estate dealer, of Chicago. He has made a subdivision near the station, and offers fine inducements to those who purchase with a view of actual settlement and improvement.

Mr. J. S. Dodge has just finished and is about to occupy a two-story residence ; and the Postmaster, Mr. J. H. McChesney, has completed and occupies a large and attractive residence.

HUMBOLDT.

This village, four miles from the Court-house, is destined, under the vigorous management of Mr. Henry Greenebaum, the leading German banker of Chicago ; and Mr. Chas. Proebsting, President of the Humboldt Park Residence Association, to take rank among our leading suburbs at an early day. An excellent artesian well is sunk, and a beautiful and extensive park about completed.

The place had its origin in the operations of the Association, commenced in 1872, by the purchase of forty acres in section 1, 39, 13, for \$180,000. The tract was originally owned by Alexander White, who, in 1855, paid the Canal Trustees \$1,080 for it. It was sold for \$60,000, cash, in 1870 ; and in two months thereafter to F. Arnold & Co., for \$100,000. The Association purchased of these last named parties. It was disposed of to the members, in lots, for \$500 each, in the following manner: An auction was called for, choice of localities and premiums were paid for, one-half of the lots amounting to an aggregate sum which, when equally divided, reduced the cost to the Association from \$500 to \$350 for each lot. This saving is applied to reducing yearly payments.

The above described property is the first series in the division of lands. The Association has 1,200 feet front on Humboldt Park. The second series lies north of the park, between Humboldt boulevard and California avenue, and contains

about twenty acres. The manner of distributing the lots is similar to that followed with the first series. The lots belonging to members of the Association now range in value from \$40 to \$70 per front foot. Humboldt station is situated in the second series, on the Chicago & Pacific railroad, and has four passenger trains each day. An effort will be made to annex the second series to the city, next spring. This lies just beyond the northern limits now, and ought to be incorporated within the city. The inhabitants are anxious to have the gas and water improvements, and will pay for them cheerfully.

KELVYN GROVE.

Kelvyn Grove embraces an area of something over seven hundred acres of land, in sections 27, 28 and 33, township 40, range 14, and is located about four miles from the center of the city, being only half a mile from the western city limits.

A large portion of the property has been recently platted by the owner, Hon. S. S. Hayes. Most of it is high ground, lying from twenty-five to eighty feet above the water level. The surface is agreeably diversified with native groves. The aspect of the place is picturesque and attractive, and the plan of subdivision the result of great skill and study. The main feature of this plan is a boulevard, two hundred feet in width, extending for three miles through the property; and every alternate street is one hundred feet wide, with a building line thirty feet from each side. The lots are large, and of unusual depth, and will be continually beautified from the extensive nurseries owned by Mr. Hayes, and in which he has over one hundred thousand trees of choice varieties.

Kelvyn Grove has the advantage of three railways to the city—the Chicago & Pacific, Milwaukee & St. Paul, and the Chicago & Northwestern roads, on all of which trains will be run at favorable rates and hours. It can also be reached by carriages from the city over several pleasant drives: Humboldt boulevard, Grand avenue, and other improved streets.

For some time past, several Scotch families have resided on a portion of the land, and gave it the name of Kelvyn Grove. Mr. Hayes adopted this name for the whole suburb when he laid out the plat.

Five thousand trees have already been set out in regular and beautiful order along the lines of the streets, and on the lots. A considerable number of important improvements are projected, in addition to those completed. Among them will be the erection of two churches by Mr. Hayes, and a school-house; the setting out of additional shade trees, and the laying out and graveling of streets. When all this is done, and the lots put upon the market, doubtless the new settlement will attract a great deal of attention, and be speedily filled up with the homes of a high-toned population, such as the place is likely to attract thither.

The price of lots will be from \$15 to \$20 per front foot, and very favorable terms will be given to those who purchase to build. Mr. Hayes has owned the tract for many years, and will put it upon the market this winter.

PACIFIC.

The plat of this place was made but recently, and as yet there is but little growth to be noticed. It has a very advantageous location, only one mile west of Humboldt Park, and contiguous to the thriving settlements which have sprung up like magic around that splendid improvement. With the suburban trains passing through the plat, will soon come a population which will place it far in advance of its present status of development. Messrs. Warren, Keeney & Co., Judge Gookins, and J. F. Sinclair & Co., have abundant confidence in the early and rapid settlement of the plat, and to this end, have, at a large outlay, opened up streets, planted trees, sunk an artesian well, and built a handsome depot. The present area of the place is 160 acres, and the lots and blocks are held at prices which can hardly fail to take.

GALEWOOD.

In the year 1838, Abram Gale bought at a nominal price 320 acres of land, being the southeast quarter of section 31, 40, 13, and the southwest quarter of section 32, 40, 13. It was cultivated as a farm until last year, when the Chicago & Pacific railway decided to run through its borders, and then Mr. Gale sold that road a half interest in the property. It was immediately subdivided and christened Galewood in honor of its old landlord, and in consonance with the character of the land, which lies in the midst of a fine grove, sixty to eighty feet above, and overlooking Lake Michigan.

The plat is situated only two and one-half miles from the city limits, and has many natural and added attractions about it which commend it to public favor.

Among the improvements completed are two fine houses, erected and owned by Mr. Gale, which cost respectively \$4,000 and \$8,000. Mr. C. P. Kellogg, of the firm of C. P. Kellogg & Co., wholesale clothiers, is erecting a first-class residence at a cost of \$25,000. He will improve his spacious grounds in a way to correspond with the style of the house. With his homestead he has enclosed an eighty-acre tract which he recently purchased. Mr. Gale is realizing from \$5 to \$25 per foot for lots on his property. A neat station is erected, and all trains stop for passengers.

MONT CLARE,

Situated nine miles from the Court-house, on the Chicago & Pacific railroad, is seventy-one feet above the lake. Its prospects of becoming a new suburban town is flattering. An old Galena gentleman, Judge I. K. Platt, now doing business in this city, has in process of erection a fine residence, and talks in the most sanguine way about the rush of neighbors that he expects to see flocking around him in the course of a few years.

Messrs. Snyder & Lee, the well-known real estate men, whose office is in the Nixon Block, have taken a heavy interest in this suburb, and are men of sufficient means and enterprise to push it through to success. The prospected improvements to be made before next spring, so that the property may come fairly on the market, include the planting of shade trees, the grading of streets, and the erection of a nice brick depot. The land is naturally rolling, and offers an excellent location for a suburban town.

Lots are selling at from \$250 to \$500 to parties who will build. The original price paid on the 178 acres included in the plat was \$1,000 an acre.

Mrs. Sayers is about building a handsome residence, and before winter closes in, it is expected there will be three or four other houses erected.

RIVER PARK.

River Park, one of the newest of Chicago's suburbs, and one of the promising series, situated on the line of the Chicago & Pacific railroad, lies 12 miles from the Court-house, and 6 miles from the city limits. It bears the same relation of distance and position to the northern part of the city that Riverside does to the southern.

The land from which the village plat of River Park has been carved is a part of Laframboise Reservation, a division of territory granted to Claude Laframboise in the treaty of 1829. It was through that treaty that the United States obtained the title from the Indians of a very large part of what is now Northern Illinois. These lands were granted by the various tribes only on condition that certain choice tracts should be reserved to various chiefs and others, and of those tracts this reservation was one. Laframboise long ago journeyed toward the setting sun, along with the tribes whose blood had mingled with that of his French ancestors, but many of the grand old trees on his reservation have been spared from the woodman's axe, so that the natural beauty of the place which attracted the first *quasi* civilized owner is preserved for the use and delight of those who are succeeding him.

The river at this point flows with a gentle but decided current, between banks that rise, sometimes gradually and sometimes abruptly, to the height of fully 20 feet on either side. On the east, for over half a mile from the river, stretches the forest; while to the west, after leaving the timber that skirts the banks, is a high and undulating prairie, broken by ravines running at right angles with the river, and serving the double purpose of giving beauty to the landscape and affording a thorough and rapid drainage to the town.

To beautify those portions of the town not already furnished with ample shade, nearly 6,000 forest trees, of the best varieties, have been planted. They include elm, maple, walnut, ash, birch, willow, poplar, and wild cherry, and are so placed as to give a distinctive character to each street and avenue, which is therefore named after the kind of tree composing the street line of each.

River Park can also justly assert its title to its name in that it has two public parks, one of five acres surrounding the railway station, and one of twenty acres of most beautiful land, lying on both sides of the river, and extending entirely through the town from north to south. The river meanders irregularly through it, and the

banks, sometimes abrupt and sometimes sloping, and broken by the ravines of which we have spoken, furnish greater natural advantages for the art of the landscape gardener than almost any other locality in our entire system of suburbs. In this park, also, are some of the largest trees, noble elms, 10 feet in circumference, which must have stood for at least 200 years. It is also proposed to put down three artesian wells in the two parks, the flow of which turned into the meandering ravines will be so managed as to form beautiful little cascades as it runs through the ravines to the river. These wells ought to discharge not less than two million gallons of water per day, which, with proper appliances, will raise the summer level of the river not less than three feet, and this, added to the natural current, will make the Desplaines—if indeed anything were needed to that end—a most delightful and romantic stream.

Another point of attraction enjoyed by River Park is the splendid river drive. This is a hard and excellent road extending through the skirting trees for miles both above and below the town, on the west bank of the river. Passing sometimes on the edge of a perpendicular bank 20 feet above the water, and sometimes separated from the river by woods and grassy mounds, and frequently crossing romantic little ravines filled with trees, among which the rabbit and the squirrel hide, this drive furnishes a delightful relaxation from the heat and cares of the city.

River Park is also worthy of note on account of the altitude of its site, being $48\frac{1}{2}$ feet above the level of Lake Michigan,—an altitude scarcely excelled anywhere within the same distance from Chicago, perhaps Norwood Park and Mont Clare being the only exceptions, while all our other suburbs are nearer the level upon which the city stands. The quality of the soil also is very fertile, thus enabling dwellers to at once enjoy the cultivation of flowers and shrubbery without the trouble and expense of creating the necessary richness of soil.

The original plat of River Park consists of 300 acres, which was purchased by Messrs. Sayles & Walker, real estate dealers, in June, 1872, at an average of \$240 per acre. These gentlemen, recognizing the demand for larger lots than are found in many other suburbs, have subdivided their property into lots 50x200 feet, which they are selling at from \$200 to \$500 each, with special prices and terms to parties who agree to build and thus aid in developing the town. For instance, they have just sold a block of 22 lots, at a discount from these figures, to a party who binds himself to erect a store costing \$2,000, and to stock the same, and two houses costing \$2,000 each. The store was to be erected by Nov. 1, and the houses to be built within one year from September 1st. To parties who are willing to contribute to the general prosperity, opportunity is here given to realize a large advance upon a certain amount of property in addition to the lots such parties are required to improve. In this way, everybody living at River Park has a co-interest with the proprietors in building up and beautifying the place; the great natural attractions of which, taken in connection with its accessibility and nearness to the city, and the unparalleled cheapness at which the lots are sold, commend it to the admiration of all.

OTHER SUBURBS ON THE CHICAGO & PACIFIC RAILROAD.

A number of other points than those above noted on the line of the Chicago & Pacific railroad are coming into notice, and will receive brief attention, as follows :

ALMIRA lies but half a mile west of Humboldt, and partakes, of course, of all the benefit of the park improvement. It is the second suburban station on the road, and is but a few minutes ride from business. The parties having the land in charge will expend the full amount required to develop all the advantages of the place.

TIOGA has been recently platted, and already has a number of building improvements, including a good store. A post-office is established, and an extensive lumber yard has been started.

SALT CREEK boasts of a cheese factory, doing a good business. A few other good, substantial improvements are also consummated at this station.

ITASKA also has a cheese factory, and is being rapidly settled. A coal and lumber yard is in operation.

At BARTLETT, a neck-yoke manufactory is in operation, and doing a good trade.

ROELLE is twenty-four miles from the city, and forms the center of a good agricultural district, with four small villages located off the road, named BLOOMINGDALE, SHAUMBURG, ELK GROVE and ADDISON. The people of this locality are all well-to-do farmers, and make Roselle their market town. Lumber and coal yards are established ; and a grist-mill, store, wagon and blacksmith shop are in operation. A large tract (1,000 acres) is being platted into lots, and an artesian well is being put in. The town is on a rolling prairie, interspersed with native groves. It is a delightful locality, and its future prosperity is assured. There are now eight cheese factories within a few miles of this place, which are shipping their product to Chicago. Numerous streams, fed by springs, traverse this part of the country ; excellent pasturage is found there, and it is admirably adapted to agriculture and stock raising. The dairy interest is becoming an important source of revenue.

A hotel, post-office, several stores, hay-press, wagon-shop, and a number of dwellings, constitute the improvements thus far at Roselle.

SPAULDING, HAMMOND, ONTARIO, MEACHAM, WINDSOR and ORRISON are at present merely stations without development.

MAPLEWOOD.

In 1838, the one hundred and sixty acres, being the southeast quarter of section 25, 40, 13, was bought for \$200 by Maria Adams. She sold the west half of it in the same year to John C. Dodge and Henry Tucker, for \$200. This half was again sold in 1844, to Samuel B. White, for \$2,356.52. Mr. White sold it to Wing & Farlin, in February, 1869, for \$52,352.83. They subdivided it, named it Maplewood, and began immediately the sale of lots. They are realizing from \$400 to

\$1,000 per lot, according to difference in locality with reference to the boulevard. The first sales brought \$250 per lot. They have improved the property by setting out elm and maple trees on all the lots, and have all along advanced money to parties who desired to build. Since the land was placed on the market four hundred lots have been sold, and some thirty houses, costing from \$2,000 to \$6,500 each.



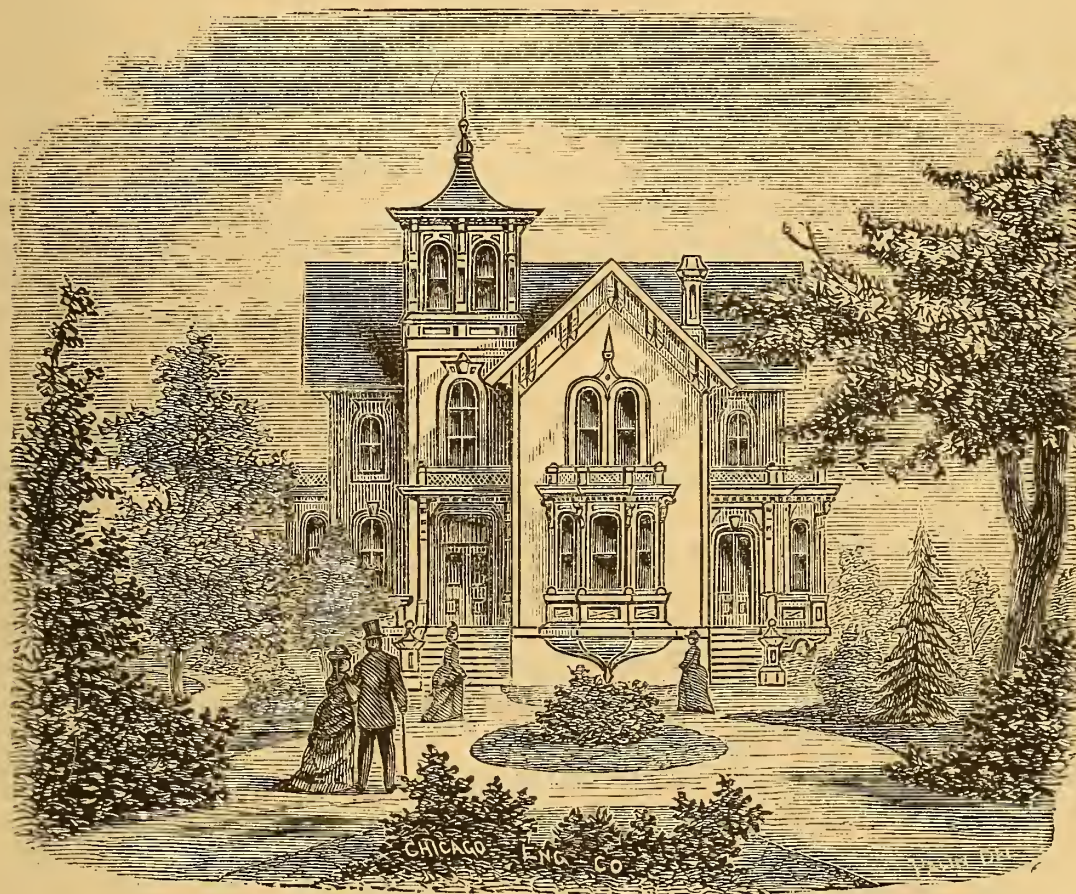
POWELL HOUSE.

have been finished. Most of them are in modern Gothic. L. C. Welch, architect; David A. Cashman, printer; and M. J. Whitman, insurance agent, own three of the finest houses in the place. An artesian well 700 feet deep and flowing 350 gallons of water per minute, was sunk on the boulevard by the Park Commissioners and Messrs. Wing & Farlin, jointly. It stands about in the center of Maplewood. A store and a Post-office have been opened in the town, and business is thriving in both. They are located on Hoffman avenue.

Maplewood is located on the Wisconsin Division of the Chicago & Northwestern railroad, only four miles from the Court-house. The ride is fifteen minutes each way, and the commutation fare only 6½ cents, or \$48 per year. Nine trains stop each day at the depot, affording as frequent access as the present number of the population requires. The place adjoins the old city limits, Western avenue, and the improvements in gas and water privileges, grading and curbing of streets, etc.,

will soon reach its vicinity. The natural effect of this will be a rapid enhancement of values and consequent activity in making improvements and building up the place.

The Powell estate is located between the city limits and Maplewood, and consists of seventy-five acres, lying between Milwaukee and Fullerton avenues, north and south, and Hoffman and Western avenues, east and west, in the angle of the northern and eastern extensions of Humboldt boulevard, from which it is distant one-fourth of a mile south and one-half of a mile east.



RESIDENCE OF W. H. POWELL.

It is a part of one hundred and sixty acres entered, in 1832, by G. M. Powell under patent from the United States Government. Immediately after Mr. P. received his title he erected an inn on the property for the accommodation of travelers "coming to town" from the northwest, in which direction most of the rural people near the city lived at that day. The old Powell house stood as one of the old landmarks of Chicago's cradle-days until about two years ago, at which time it was razed to make room for the present handsome hostelry which stands in its place on the south side of the tract.

The Powell house of the present stands at the corner of Milwaukee and Armitage avenues. It was erected at a cost of \$15,000 and, as will be seen by our illustration, is a neat and commodious structure, and a credit to its locality. In 1850, Mr. Powell sold fifty-three acres to James Morgan for \$15 per acre, which Mr. M.

subsequently sold out at different periods, realizing an average consideration of \$500 per acre. The tract is now worth \$5,000 per acre. In 1851 Mr. Powell died, leaving 107 acres to his heirs. Afterwards, in 1856, a guardian's auction sale was held, and forty-three acres transferred at an average price of \$200 per acre. It is now worth \$4,000 per acre. The Powell brothers, children of G. M. Powell, now hold sixty-three acres of the original tract above described. They subdivided it three years ago, and began the sale of lots at \$12 per front foot. The figures now asked is \$40 per foot, with liberal inducements to builders.

The omnibuses running on Milwaukee avenue every five minutes have their terminus at the Powell house. This gives superior means of access to the property. The land lies forty feet higher than the lake level, and has natural groves of cottonwood upon it. The soil is a black loam three feet deep, under which lies a gravel bed of the same depth, affording excellent drainage, and giving good cellarage. Water in abundance is obtained at depths of from sixteen to twenty feet.

The blocks are all surrounded with good fences and rows of planted trees, and a large amount of sidewalks is being put down. The settlement on and around the property consists mostly of Americans. A few wealthy Germans have substantial houses on pretty lots, and, in fact, most of the people are in good circumstances and have homes of a like character.

The residence illustrated, belonging to one of the Powell brothers, is a first-class frame structure costing \$8,000, located on Western avenue on a five-acre lot, which is covered with fruit and shade trees. Mr. P. sells from 500 to 600 bushels of cherries from his trees every year. The land and improvements are held worth \$100,000; an offer of \$75,000 was recently refused by Mr. Powell.

Among the persons having the most prominent improvements on their property are Samuel Smith, F. Hunneman, Frank Bals, J. Ralf, E. Frederick, John Austin, Geo. Kline, P. P. Powell and others. The proprietors built, last year, on Hoffman avenue, four Gothic houses, and sold them all before they were completed, obtaining the full value set upon them. A number of parties are under contract to build in the spring of 1874. A good, brick school-house is being built, and will be completed in a few months at a cost of \$15,000.

The reader will conclude from the above facts that the locality possesses many advantages not common to all our vicinage. Its nearness to business is a decided desideratum.

IRVING PARK.

Irving Park, situated on the Wisconsin Division of the Northwestern railway, two miles north of the city limits, ranks very high among Chicago's suburbs, both with respect to the natural advantages of its site, and the extent and character of the improvements already achieved.

The location may be more exactly specified as being in the south half of section 15, and the north half of section 22, in the township of Jefferson, and seven miles from the Court-house of Chicago, either via the Northwestern road, or via Milwaukee avenue.

The impression which the visitor to Irving Park receives, on landing at the sta-

tion of the Northwestern road, is an exceedingly pleasant one — most assuredly not derived from the station building itself, or its surroundings, which are, like most of those belonging to this road, mean and meagre. Standing upon the platform of the station, however, he takes in at a glance of the eye some sixty houses of unexceptionably neat pattern, and almost endless variety. The most conspicuous are those of Mr. Charles T. Race, father of Mr. Richard T. Race, the active manager of the enterprise; and that of the heirs of J. S. Brown, one of the early proprietors, who died lately. Both these houses are of large size, of the Italian villa style of architecture, and, as to material, of red brick. The cost of the Race mansion, with the very elaborate ground improvements now going forward, is about \$20,000; that of the Brown mansion, about \$15,000, the grounds being still comparatively unimproved.

Both these elegant dwellings front south on Irving Park boulevard, a splendid avenue, running from the lake shore drive, at Graceland cemetery, to the Milwaukee plank road, a much frequented thoroughfare just west of Irving Park. On this boulevard also front the residences of Mr. Stephen A. Race (a \$12,000 structure, of brick now being finished) Mr. Jacob M. Hepp (an ornate and capacious frame house, costing \$10,000, recently completed), Dr. A. E. Brown, Mr. H. J. Edwards, and others.

The principal thoroughfare, next to the boulevard, is Irving avenue, which runs north and south, dividing the original subdivision into equal segments. On this, north of the boulevard, stands a handsome Gothic church, roomy and well furnished, and costing \$10,000; denomination doubtful — the American Reformed church having furnished the most of the money to build the edifice, but having as yet no nucleus of a denominational organization, though the Rev. Mr. Gulick, of that sect, ministers with entire acceptability. Nearly opposite the church is a fine frame house, owned by J. R. Wheeler, a non-resident. South of the boulevard, on Irving avenue, are seven houses, fronting east, belonging respectively to Maj. Willis, Custom-house Auditor; Mr. S. M. Greene, Mr. J. M. Fleming, Mr. Wilson, Mr. Frank Nevens, Mr. Bronson, and Mr. Chamberlain; and averaging about \$3,500 each, in cost, all built within twelve months' time. The finest of them is the residence of Mr. J. M. Fleming, superintendent of Field, Leiter & Co.'s handsome retail store. Nearly all this row, extending two long squares, are built after plans by Mr. H. Rehwoldt, who is a citizen of Irving Park, and who has been uncommonly successful as a designer of dwelling-houses for this meridian. The house of Mr. Chamberlain, one of the series named, has been ordered in duplicate several times for other places since its construction.

On St. Charles avenue are a dozen or more tasteful and, in some cases, expensive structures. The most picturesque of them is the dwelling of Mr. A. J. Nowlan; a frame structure, in the pointed style, with showy tower and verandas. There are also on this street the residences of Dr. C. S. Whittlesey, D. S. Pride, Esq., Mr. Patching, Mr. Hull, Mr. Pearson (who owns two new octagon front bricks), and Mr. F. F. Browne, editor of the "Lakeside Monthly;" none of which cost less than \$3,000. Other noticeable structures are the houses of Mr. Washington Dewey, Mr. Geo. Jones, Mr. Alfred Osborne, Mr. H. Rehwoldt (a well built but homely brick affair, the external style of which seems to suggest that the owner was busy with a job somewhere else when the plan was prepared), Mr. Robert Champlin, Mr. Fox,

S. M. Davis, Esq., Mr. W. S. Warren, Mr. J. S. Quigg, Mr. Miles, Mr. Compton, Mr. A. Paige, and others.

The principal advantages offered by Irving Park are, first, such proximity to the city as to afford quick transit, cheap fares, and an entirely practicable resort to horse-and-buggy or carriage transportation, or even walking if necessary ; second, good drainage into the North Branch (at this point a clear running stream), a mile and a half east ; third, the Chicago, Milwaukee & St. Paul as an alternative railroad, offering first class accommodation, and landing passengers in the heart of the residence quarter ; and fourth, and perhaps chiefly, a copious supply of artesian well water, furnished in pipes to all householders, and flowing in sufficient volume (300,000 gallons per day,) to supply a population of 5,000, or double that number if fountains, and other like "extras" are dispensed with. These advantages, coupled with a remarkably pushing policy, have enabled the Races and those associated with them, to populate their village with surprising rapidity and enormous profit to themselves, within the short period of four years, one of which was seriously cut into by the great conflagration. Some estimate of the profits may be formed from the fact that the average cost of each acre in 1869 is now being got back six times over, in every lot 50x150 odd feet sold by the proprietors.

Here is the history of the enterprise in a nut shell. The ground which now constitutes the village plat was bought as follows : 160 acres of it in 1869, by C. T. Race, from one Noble, an old settler, who, having paid \$2.50 per acre for it in 1833, thought \$135 per acre as large a price as he could ask and still have a hope of heaven ; 100 acres by R. T. Race from John Gray, in the same year, at \$325 per acre ; and 140 acres more by A. E. Brown and others at prices varying from \$500 to \$1,000 per acre. The first year, lots were sold at \$10 per foot, with the understanding that the buyer should build. From that they gradually rose until now boulevard lots command \$40 per front foot, and the east fronts on other choice streets \$35 per foot. The plan followed by the proprietors of affording aid to parties who will build, enable them to push off many more lots than they otherwise would sell, and usually to get ten per cent. interest on the capital thus invested.

Mr. Benj. Lombard purchased sixty lots, located around the lower depot, eighteen months ago, selecting them from the best sites for business and other purposes. He has realized on the forty lots since sold from \$30 to \$50 per front foot ; the lots which brought the highest figures being business property adjacent to the station. He paid \$20 per foot for his interest in exchange for the old Lombard block.

The northwest quarter of the southwest quarter of section 15, being a portion of the Irving Park plat, was bought by Chas. Dickinson, a number of years ago, for \$100 per acre. In 1872, he sold his interest at from \$4,000 to \$5,000 per acre.

The first addition to Irving Park was made by James Baxter in 1869. His interest was twenty acres in section 15, 40, 13. One-half of this has been sold at a profit of 400 per cent., and the balance of the property has increased much more since the erection, only two blocks distant from it, of a depot building by the Chicago & Milwaukee railroad company.

Railroad fares to Irving Park are \$7.20 per hundred and \$3.50 per thirty rides (the latter transferable within the family), and \$35 per year. These rates are offered by both the roads running to Irving Park, which, between them, furnish seven trains each way per day stopping at this station.

GRAYLAND

Adjoins Irving Park on the southwest, and is situated near the center of the town of Jefferson, on the line of the Chicago, Milwaukee & St. Paul railroad. The subdivision was made in the spring of 1873, and was originally the extensive farm of Mr. John Gray, and hence the subdivision was christened Grayland. The tract is well situated, and is high and healthful, and has the advantage of a station on the Chicago, Milwaukee & St. Paul railroad, whose policy in passenger traffic is more liberal than that of the majority of the railroads leading from the city. The commutation rate on this road is an almost perfect arrangement, there being ten, twenty and thirty-ride tickets, besides the usual hundred-ride and transferable family tickets. The Chicago & Northwestern railroad Cut-off crosses the Chicago, Milwaukee & St. Paul railroad, at a point a few hundred feet northwest of Grayland station. The Company has decided to put on suburban trains which will make, at least, four trips a day. This railroad corporation has spared no expense in perfecting the road. It is laid with steel rails, and is handsomely graded. The rolling stock is all new and first class in every respect.

Another advantageous mode of transit between the city and Grayland, is by the Milwaukee plank-road, a splendid drive, which passes directly through the subdivision. It is highly convenient for farmers living beyond. A resident of Grayland is, by this means, enabled to purchase anything which is usually furnished by farmers, as hundreds of wagon loads of provisions, etc., pass along the plank-road every day.

An artesian well, now completed, supplies the entire subdivision with water. Pipes are being laid throughout the town, and as fast as houses are erected, water is conveyed to the premises.

The station has a telegraph office and operator, which is a convenience rarely met with in small places. The subdivision is yet new, still with the bright prospects now before it, the place must soon become populous.

The suburb is three and a quarter miles from the city limits. Land values have largely advanced during the past five years, as the following citations indicate: Acre property was sold five years ago at \$100 per acre; three years afterwards, \$700 per acre was obtained, and recently \$20 per foot was refused, thus showing that land at that point is continually appreciating in value.

About \$30,000 worth of improvements were made during the summer of last year. They are of a character that will tend to attract first-class inhabitants.

Mr. John Gray is building an excellent residence, two stories and French roof, besides basement, in height, which will cost upward of \$20,000. It is constructed of brick, and is elaborately finished, and supplied with all modern appliances. The grounds about the mansion are to be highly ornamented, and will be in perfect keeping with the manifold beauties of the surroundings.

MONTROSE.

This place is located at the junction of the Chicago, Milwaukee & St. Paul with two branches of the Chicago & Northwestern railroad, in the town of Jefferson. It is distant from the Court-house eight miles, in a northwest direction. The railways



MAP OF MONTROSE, SHOWING DISTANCE FROM COURT-HOUSE.

have each a depot erected, at different points. Water is had in abundance from artesian wells sunk in different places.

The suburb is one of the pleasantest, nearest and most accessible about the city. To show how these advantages have been appreciated, some facts connected with its history are mentioned.

Eighty acres of the plat now embraced in Montrose was purchased by Dr. Gibbs, twenty years ago, from its first proprietor, a Mr. Kippe, for \$800. The doctor, after owning it nineteen years, sold to J. F. Eberhardt, at \$75 per acre. Three years later, Mr. John Souerbry purchased it for \$325 per acre and sold, immediately after the purchase, an undivided three-quarter interest, to a company of non-residents, for \$24,000, and has recently transferred ten acres of the remainder to Messrs. Reynolds and Warren, for \$17,000. This leaves ten acres still under his ownership.

Mr. Joseph Liebenstein has forty acres on the west side of the place, extending along Forest and Sherman avenues and Montrose boulevard, which were purchased by Theobald Maurer, at an early date, at \$3 per acre. He sold to Mr. Leibenstein for \$26 per acre, about nineteen years ago. The latter gentleman is now selling lots at from \$20 to \$25 per foot, or from \$6,500 to \$10,000 per acre. There are several good houses erected upon Mr. Leibenstein's subdivision. One of the depots stands in the center of it, and another only a few rods away from its south border.

The Benjamin Lombard interest is the west one-half of the southwest quarter of section 15, 40, 13, running north from Irving Park boulevard to Montrose boulevard, and along the east side of Jefferson avenue. All the streets are graded, and the lots surrounded with trees and two-inch dressed plank sidewalk. Twenty-three houses are built upon it, costing from \$1,800 to \$3,500 each. A large sewer put in on Lombard avenue gives perfect drainage to the tract. A contract is now closed for the erection, in the spring of '74, of thirty-six new houses. A good church and school-house stand on this interest. This tract last described is a part of eighty acres purchased in 1855, by Timothy Fay, for \$5,000. Including the sale to Mr. Lombard, the sum realized on this tract, thus far, is about \$125,000. Lots in Lombard's subdivision sell now at from \$20 to \$30 per foot.

In 1869, Mr. F. D. Cossett purchased eighty acres lying east of the railroads. This is subdivided, and realizes from \$20 to \$25 per foot. An excellent artesian well is situated on this tract. Montrose is only twenty-eight minutes ride from the city, and commutation rates are seven cents and a fraction per ride, or at a less rate by the year.

JEFFERSON.

Jefferson is located on Milwaukee avenue, eight miles from the Court-house, on the Northwestern railroad. In 1855, Mr. D. L. Roberts, the owner of the lands, laid out and recorded a map of the village of Jefferson. Its settlement was active, and nearly fifty dwellings were erected at that time. Mr. Roberts died shortly after, and his heirs having held the property until 1868, Mr. D. W. Eldred made a purchase of the interest lying east of the railroad, amounting to 154 acres. In the two succeeding years, this tract was re-subdivided into lots of 25 feet and 50 feet frontage, and of 125 to 160 feet depth. The streets are all graded, and have shade trees set and sidewalks laid. The village being 70 feet higher than the level of the lake, the drainage is perfect. Fine views of the surrounding country are obtained from all portions of the tract.

The population of Jefferson is about 800 persons, and nearly all the trades and professions are represented. There are two taverns, two dry-goods stores, a drug store, markets and other business improvements in operation. A pleasant church has been erected by Congregationalists, and two schools are provided. Among the principal residents of this suburb are Clark Roberts, Deacon Dunning, Dr. Farnsworth, Jas. D. Mattison, Joel Ellis, Chas. Peters, T. Shultz, D. N. Kelsey, D. L. Perry, N. E. Davison, R. P. Williams and D. W. Eldred.

The price of land in Jefferson has shown a steady advance. Mr. Eldred paid \$100 an acre in 1868 for his purchase. Recently 100 feet of this have been sold at \$30 per foot. The place is more a market town for the surrounding agricultural population than a suburb of Chicago ; though the latter function is rapidly gaining upon the former.

NORWOOD PARK

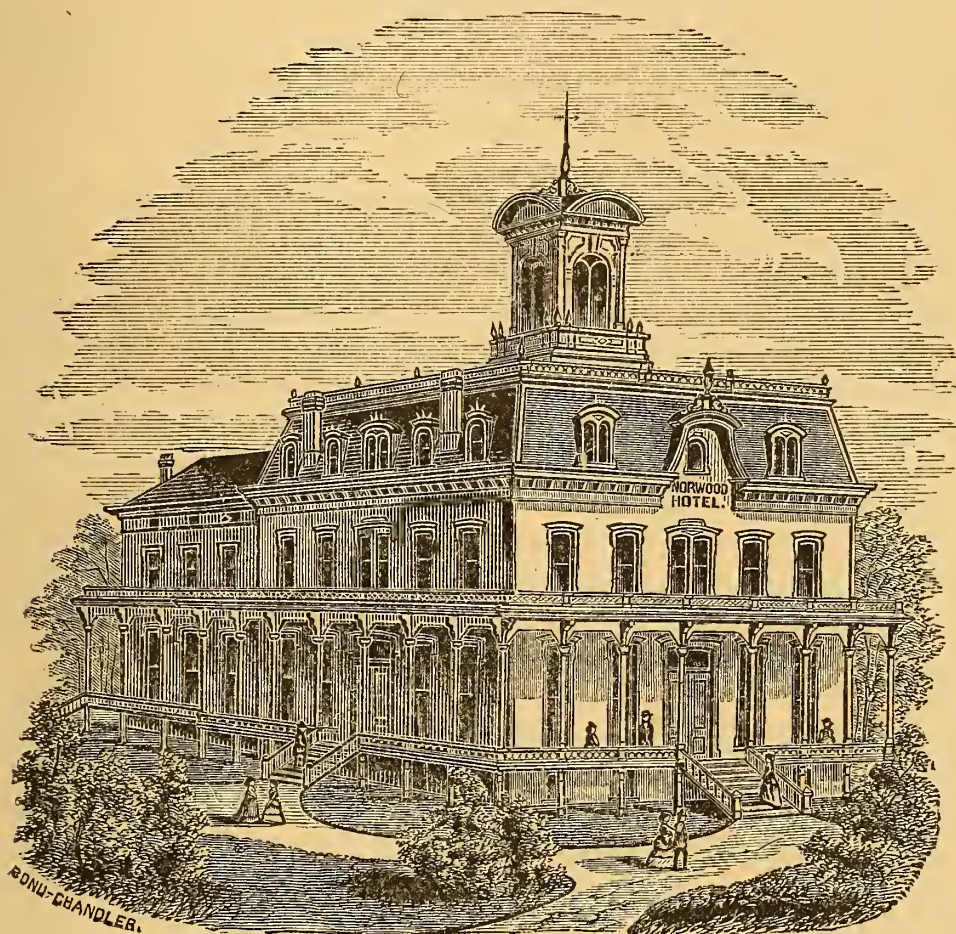
Is located about eleven miles from the city, on the Wisconsin Division of the Chicago & Northwestern railroad. It contains about 860 acres of land, subdivided in the year 1869, by a company composed of Chicago gentlemen known as the "Norwood Park Land and Building Association." This Company had the exclusive control of the place for three or four years, during which time many improvements were made.

The work accomplished while the village was under the jurisdiction of the Company alluded to consisted of laying out and perfecting streets, constructing sidewalks, planting shade trees and building houses. It was managed by a board of trustees, composed of John F. Eberhardt, Jas. E. Tyler and George Field. This Board was compelled, by agreement, to build twenty houses, which they did ; and from the time of the completion of these dwellings the success of the place was substantially established. The property was placed in the hands of many different agents ; the agency of Mr. L. Hodges proving the most effectual, he having transferred more of the property than any of the others. The suburb has become popular with suburban buyers, by reason of the excellent improvements already consummated, the eligibility of the lands, and the healthfulness of the locality. The plat is a beautiful ridge of considerable elevation, and overlooks many miles of country. The consequent gradual slope from the apex furnishes a perfect drainage. The plan of subdivision is tasty and pleasing, and is the result of a careful study of the topography of the land. The streets are laid out both rectangular and curvilinear — the idea being to provide the most pleasant residence sites for parties who are able to build handsome mansions upon them, and add the appliances of art and taste to the natural attractiveness of their grounds.

At the time of purchase, the price paid was from \$100 to \$125 per acre. The land is now being sold at from \$10 to \$35 per front foot, or from \$2,500 to \$8,750 per acre. In the plan, a number of fine parks are laid out, and form an important and attractive feature of the place. One of these, five acres in area, is situated on West Circle avenue and Colfax place ; a second, of the same extent, on Myrtle avenue and Grant place ; another in a circular form, 400 feet in diameter, in

the center of which is the neat depot building; and another around the elegant hotel building illustrated with this article. All these parks have been made the objects of considerable outlay, and are handsome in plan, and in improvements made upon them.

The hotel was erected by the Association at an expense of \$10,000. The grounds about it are very handsomely improved. The structure is supplied with water in abundance and of excellent quality by the artesian well sunk for that purpose.



NORWOOD PARK HOTEL.

The American Reformed Society has a \$10,000 church edifice on Mulberry avenue, and the Baptist congregation have a handsome building, which cost \$2,000, on the corner of Vine and West Circle avenues. These churches are certainly of a better class than those generally found in suburbs of so recent an origin.

At the corner of Walnut and Chestnut streets stands a good brick school-house, with accommodation for 150 scholars.

The building improvements are at present situated almost entirely on the south side of the railroad track, though the north side is equally as eligible, and a company has been formed, with an authorized capital of \$100,000, for the purpose of improving this portion of the town plat. The officers are John F. Eberhardt, President; C. J. Corse, Secretary; and George Dunlap, Treasurer. Their title is the Norwood

Park Building Company, and, as the name implies, their plans are to erect buildings for settlers and make other improvements requisite to the success of their venture.

The commutation rates of railway fare are 13 cents per ride, or \$68 for annual tickets.

The values of the dwellings — of which there are a large number built and occupied — range from \$2,500 to \$6,000 each. A number of our own business citizens have chosen this suburb for a home.

Among the residents are the following well-known Chicago business men: George Dunlap, L. B. Shephard, F. H. Seymour, M. D. Stevens, C. J. Corse, John F. Eberhardt, Pleasant Amick, B. Holbrook, L. C. Collins, James Guilbert, R. Pollock, D. H. Lincoln, C. J. De Berard, Frank Duck, M. Winchell, A. D. Reid, G. H. Thayer, H. V. Reed.

Thos. Wilson purchased at various times numerous blocks on the north side of the railroad track, at prices ranging from \$3 to \$5 a foot, and in 1873 laid out and platted a new subdivision, known as "Wilson's re-subdivision of blocks 75, 76, 77, 83, 84, 85, 86, 92, 93 and 94 in Norwood Park," containing 404 lots. About half of these have since been sold at prices ranging from \$7 to \$11 a foot, and the remainder are firmly held at prices still higher. Mr. Wilson has also purchased block 67, and re-subdivided it. This is a large and beautiful block, high, and near the railway depot. The property of the Building Company adjoins this.

RIDGELAWN.

This place was, until recently, known as Canfield. The first purchasers of the tract, the Illinois and Wisconsin Land Company, paid \$21 per acre some twenty years ago. The Company laid out the three hundred acres included in the plat, into lots and blocks, with the intention of making a town. The crisis of '57, and the failure of the railway project, on which the operations were based, caused the abandonment of the plan, and the land was sold at from \$40 to \$50 per acre. Thus the subdivision remained at a stand-still until the summer of 1873, when Mr. A. C. Badeau purchased sixty-five acres of it at \$600 per acre, and rechristened his interest Ridgelawn. The name is appropriate, as the suburb lies on the dividing ridges on the line of the Chicago & Northwestern railroad, fully ninety-five feet above the lake level, in full view of the thriving villages of Norwood Park and Park Ridge, and only a short distance from either. Its distance from the city is eleven miles. Messrs. A. & L. S. Pierce have held a heavy interest in this place, which is now owned by Mr. Geo. H. Pierce. All the proprietors are about to improve on a large scale.

Mr. Badeau will build several fine houses immediately, and will open up and grade streets, lay sidewalks and plant trees. He will include in his building operations a handsome residence for himself. Mr. Pierce has already done a great deal of grading and tree-planting on the tract owned by him, and will build a number of houses in the spring.

Among the advantages peculiar to this suburb is its easy walking distance from the schools and churches of Norwood Park and Park Ridge. The slope each way from the top of the ridge affords excellent drainage, and consequently insures a healthy atmosphere. Great inducements are offered by all the owners to parties buying under obligation to build. The railway fare, by the year, amounts to 11 cents a ride, and six trains stop each way. A handsome park is being laid out near the depot grounds. Excellent and never failing water is obtained at depths of from 20 to 30 feet from the surface. The high and dry nature of the soil is favorable to good cellars, and the effective arrangement of grounds. Artesian wells will be sunk without delay, from which pipes will be run to any part of the town.

PARK RIDGE.

This eligible suburb is on the Wisconsin Division of the Chicago & Northwestern railroad, about thirteen miles from the Court-house. It is situated on the dividing ridge between the waters of Lake Michigan and the Mississippi river, and has an altitude of one hundred and thirty feet above the lake. Owing to this altitude, it is especially noted for the salubrity of its atmosphere. It is especially exempt from malarious diseases, and, in the seasons most remarkable in age history, it wholly escaped the attacks of the shaking demon. In common with most of the suburbs of Chicago, the land was, in the first place, pre-empted and occupied as farms. The first owners were Mancel Talcott, Joseph Mitchell, Josias Warner, Stephen Selker, and Mr. Balo, a German.

Away back in 1855, when the railroad was located, a brick manufactory was started on the present location of Park Ridge, and the unpoetical founders contented themselves with the dull, practical name of Brickton. But the manufacture of bricks proceeded equally well in a hamlet of that name, and, until the occurrence of the great fire, Brickton supplied a large quantity of the red bricks which were sold in the Chicago market. With the fire there came a change—not that the demand for bricks was less, but that the call for good, healthy suburban residence property was more. Brickton shook itself up, and merged into a new name—Park Ridge—one of the best located, as also one of the most promising of the city's suburbs.

The original plat of Brickton comprised only one hundred and sixty acres; but since the name was changed, large additions have been made, chiefly by Leonard Hodges, Esq., J. H. Burns, and J. H. Butler. The village was recently organized, with corporate powers and privileges, and now includes some twelve hundred acres of choice lands. The sentiment of the people being decidedly adverse, there has not, since the settlement of the village, been a single saloon or tippling-house tolerated within its borders. Following this, perhaps almost necessarily, the society of Park Ridge is first class, and its members all reputable, religious and law-loving people. They appreciate so well their pleasant country retreat, that they are decidedly adverse to allowing any objectionable element to obtrude therein. Hitherto they have succeeded, and the future is not likely to see any change in this respect.

The town possesses excellent school facilities, a prosperous Methodist church, a Congregational society, and two well attended Sabbath-schools. There are two or three stores; blacksmith's and carpenter's shops; a lumber, wood and coal yard; and a planing mill. A large and extensive manufactory of brick, drain tiles and pottery is in operation; and excellent supplies of building material are to be obtained on the ground.

Among the chief improvements which have been recently completed, must be mentioned the elegant suburban hotel structure, erected, at a cost of \$15,000, by L. Hodges, Esq. The hotel occupies a square, being sixty feet in width by sixty feet in length, and is built in the favorite Gothic style of architecture. This hostelry is located near the depot, and is surrounded by handsome parks, from which graveled drives lead to all parts of the suburb. Mr. Hodges purchased two hundred acres, in 1872, at a cost of from \$125 to \$300 per acre, and since that time has been offered \$1,200 per acre for portions lying near the railroad track, and has refused the money. This enterprising gentleman has set out many hundreds of shade trees, has graded four miles of streets lying north and south of the railroad, and established two parks on his property.

Mr. Balo, one of the original owners, sold out his interest in April, 1873, to Mr. Wm. E. Smith, who agreed to give \$25 per acre. In the following June, Messrs. D. B. Dewey & Co. bought of Mr. Smith, at \$300 per acre, and subdivided the tracts into blocks and lots, under the name of Union Subdivision. They have held the property at from \$5 to \$10 per foot. The first sales made were of ten lots, at \$10 per foot. They were offered \$500 per acre for the whole tract of forty acres, but refused.

W. W. Powell bought forty acres at the Ridge, recently, of Gustin, Wallace & Dale, paying \$18,000 for it.

The residents of Park Ridge include many business men of Chicago who have generally chosen to erect pleasant, substantial residences, and to adorn the grounds in which the houses stand with all the talent and ingenuity that the landscape artist or lover of esthetics could desire. Among the residences specially worthy of note are those owned by G. A. Carpenter, Gilbert Hubbard, Mrs. Penny, A. Dickenson, R. W. Meacham, M. C. Sherwin, and J. C. Outhet. On the south side of the line, the following gentlemen, in addition to Mr. Hodges, have purchased tracts of land, and are engaged in making valuable and extensive improvements: Messrs. R. Gustin, J. M. Wallace, D. B. Dewey, J. T. Dale, and W. E. Smith.

DESPLAINES.

This town is situated seventeen miles from the Court-house, on the Wisconsin Division of the Northwestern railroad, and on the banks of the Desplaines river. It is one of the oldest settlements in the vicinity of Chicago, and, though possessing many natural advantages, has made but little progress as a suburb until about a year ago.

The first settler was Mr. Alfred Parsons, who, in the year 1847, purchased four sections of land on the banks of the Desplaines river at this point, two sections from the General Government and two from the State Government, at \$5.00 per acre. He built himself a small house thereon and farmed the land. This house was for years the only human habitation for miles around. Mr. Parsons, a few years ago, built himself a better and larger house on the site of the old one, at a cost of about \$3,500, in which he lives at present. He still owns 1,900 acres of the land, which he values at from \$200 to \$500 per acre.

In the year 1856, the Illinois & Wisconsin Land Company purchased a large amount of territory at this point, and founded a village, which they named Rand. The railroad station being called after the river, "Desplaines," the post office "Maine," and the village, Rand, led to some confusion, but finally the name of Desplaines was adopted. It remained, however, but little more than a name for several years. The financial crisis of 1857 crippled the Land Company so that little was done by that concern to improve the many natural advantages of the new suburb.

Mr. Simeon Lee settled there in 1859, and invested considerably in real estate, established a lumber business, planing mill, coal yard, etc., which he still carries on. Mr. Lee has displayed considerable energy in building up and improving the place.

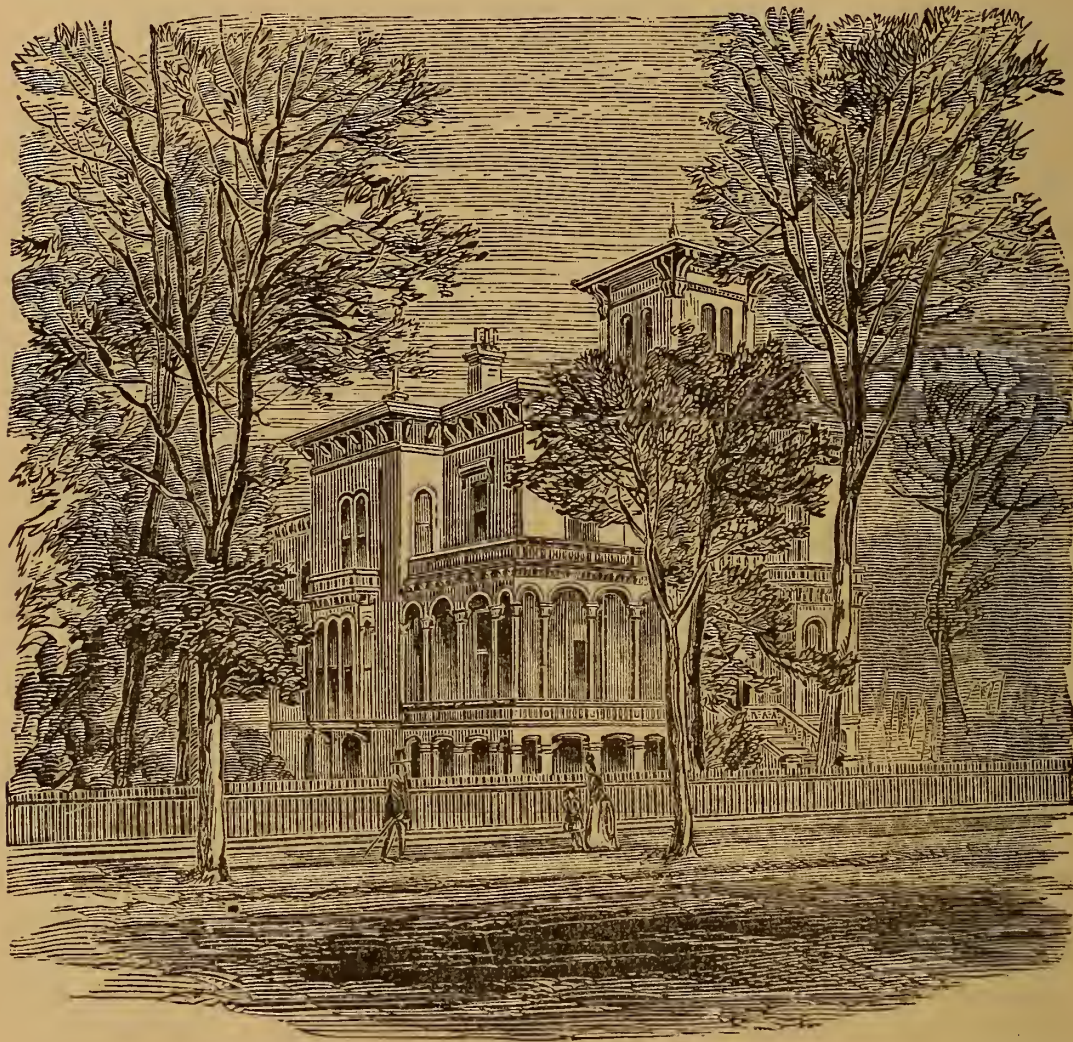
In 1860, the "Chicago District Camp-ground Association" was organized by the Methodist churches of the northwest, and thirty-three acres of beautiful grove land on the east side of the Desplaines river and near the village, was purchased for the purpose of holding annual camp meetings.

There are several hundred cottages, some of them handsome and commodious, and all of them neat looking, on the camp-ground, making quite a village. Indeed, the camp meetings have hitherto been *the* feature of the place. It is claimed that there were some 30,000 people present at the National Camp Meeting held here in 1870; and the meetings are attended by multitudes of earnest christians every year.

The Chicago & Northwestern Agricultural and Mechanical Association own a large tract of land on the west side of the river, opposite the camp-ground, where the annual fair of the Association is held.

In 1870, under the old constitution, an act of incorporation was obtained for the village which placed all the territory for two miles square under the control of the town authorities, which limit includes the camp-ground. The village is situated in the center of the square on the banks of the river. The land is high and rolling, with alternate hills and ravines, covered irregularly with clusters of timber of

many varieties. The natural lay of the land is such as would render it desirable as a place of residence, being a high, rolling plateau sloping toward the river, giving easy surface drainage. The banks of the river rise twenty feet above the surface of the water, and the land around is about one hundred and twenty-five feet above the surface of Lake Michigan. Excellent water is obtained from wells twenty feet deep. The river affords good boating in the summer season.



RESIDENCE OF IRA BROWN.

The physical and spiritual wants are equally well supplied ; the former by four stores, which keep every article of family use on hand, and the latter by four well conducted churches — a Congregational church, which cost \$25,000, and which will seat 750 people ; a Methodist church which will seat 600, and cost \$15,000 ; a Lutheran church which cost \$5,000 ; and a Catholic church, costing \$3,000. These churches are all well attended. There are four hotels, a post-office and telegraph-office, two good schools, and shops of every kind in the village.

Among the principal residents, are Messrs. J. N. W. Sherman, Maj. Bradley, M. Southworth, Elias A. Thomas, E. G. Stiles, Simeon Lee, Theodore Tillotson, W. Gruss, Charles Racine, Julius Cook, Hiram Jefferson, E. Bennett, Messrs. Whitcomb, Jones, Cluster, and many others.

While the Land Company held the property little was done toward improvement, but that concern having disposed of its interest, and private individuals having taken hold of the property, considerable enterprise has recently been displayed in developing the suburb. Mr. Ira Brown, of Chicago, purchased two hundred and twenty acres a year ago, which he subdivided into lots of twenty-five foot front and offered for sale at \$100 each, at which rate he has sold some two hundred lots. He has also built several neat cottages, which he has sold on credit, to be paid for in monthly installments by actual settlers.

Several other real estate dealers have invested in the town, and are improving and disposing of their property by aiding persons to build. Among the best residences in the village are those of Messrs. Ira Brown, McPherson, Thomas, Parsons and Lee, which cost from \$3,000 to \$5,000 each. The elegant mansion which we illustrate, is to be erected by Mr. Brown during the coming spring.

A fine park of two and one-half acres, running from the depot to Mr. Brown's addition, has been laid out and ornamented with trees. The property owners have contributed \$10,000 toward improving this park, which will greatly add to the beauty of the village.

The inhabitants of the village at present number about 800 ; and there can be no doubt but that, as property in other suburbs advances, the natural advantages of Desplaines will become more generally known and appreciated. At present, property is held at a much lower figure than at most other points of equal importance and equal distance from the city.

The railway facilities for reaching the city are all that could be desired. There are eight daily trains each way, all stopping at Desplaines.

ARLINGTON HEIGHTS.

(FORMERLY DUNTON.)

Like many others of Chicago's suburban villages, Arlington Heights deserves special notice in this volume. It dates back to 1837, when Mr. Asa Dunton, because of the excellence and desirability of the land and location for farming purposes, laid "claim" for the sake of his sons, W. H. and James, then minors, to a half section, by plowing a furrow around that amount of land. In the year 1844, W. H. Dunton entered the site of the original town, the title coming from the Government. In 1853, the Northwestern Railroad was constructed to this place, and trains commenced running in November of that year. The name "Dunton" was given the town by the railroad company.

The original town plat consisted of 80 acres, but other subdivisions and additions have since been made, so as to increase the total acreage of the town to 250. This tract is located 22 miles from the Court-house, on the dividing ridge between the Desplaines river and Salt Creek, descending to the south and east. It is free from malarial atmosphere, and in consequence is remarkably healthy.

Arlington Heights has not until recently assumed any considerable suburban

importance, but Chicago parties, in connection with the Messrs. Dunton, have laid out a new subdivision, on which they have graded streets, constructed sidewalks, set out large shade trees, etc., and already some of the purchasers are under contract to build, which, together with a new brick block which is to be erected soon, and one already finished, gives a fresh impetus, and everything betokens a flattering future for the newly-christened suburb.

As a fruit-bearing region, this section has no equal about the city. The soil for this purpose is peculiarly adaptable. Although it has many reasons to claim prominence as a business and manufacturing town, its fruit-growing tendencies are something of no small moment. In and about the village, for it has grown to be such, may be seen some of the finest orchards and vineyards in the State. Cherries, apples, pears, berries, grapes, and the like, abound in profusion; while the dairy and vegetable business is carried on to a considerable degree.

Its most attractive feature is to be found in the depot grounds, which consist of 20 acres, laid out and fenced off into romantic parks, ornamented with shade, evergreen trees, and shrubbery in great variety.

The original proprietors of the place, after contributing largely towards the general improvements, stopped for a time to see what the result of their labors would bring forth. They felt confident that the beauty and natural advantages of the locality would, in time, prove to them that their town would become not only popular but populous. The purchase of Mr. Chas. H. Atkins was the first to prove the correctness of the prediction. Mr. Atkins is of the firm of Atkins & Burgess, Vulcan Iron Works, of this city. His was a purchase of 75 acres, some years ago, paying at the rate of \$40 per acre. The same land is now worth \$200. Again, recently, Messrs. Bigsby & Mitchell bought a number of acres of the original plat, and have since subdivided them. These purchases seemed to give renewed vigor to all concerned, and the whole village has been materially improved. Among the improvements most worthy of note are Messrs. Bray & Bros.' three-story brick store building; the Higgins' carriage manufactory, a large and conveniently arranged two-story brick structure; and a two-story building for Mr. Hurson. The material is on the ground for the erection, next spring, of a large three-story brick block by the Messrs. Tague & Co. and Lutge & Co., which will be an ornament to the place. Mr. Bloom contemplates building a large addition to his hotel. Mr. J. M. Olmstead contemplates building a very fine mansion at an early day. There are two large grain elevators in the town, owned and conducted by Messrs. Tewksbury & Peter and Johnson & Guile. Both firms are doing a large and prosperous business. Mr. David Peter is the pioneer in that line, having erected the first elevator. At the extensive carriage and planing establishment of an old and respected citizen of the place, Mr. John Fleming, a large number of workmen are engaged the year round.

Adjoining the village, Mr. W. H. Dunton and Mr. David Peter have each an elegant farm, which are places of considerable interest. The soil is admirably adapted to fruit culture, which is carried on by them to considerable extent. The great abundance of evergreens naturally tend to give beauty to the surroundings, and the farms are considered two of the best in that section of the country.

Mr. James Dunton owns a very fine farm of 200 acres, which is in a high state of cultivation. His building site is ornamented with evergreens, shade trees and shrubbery.

There are about 150 dwellings in the place, some of which are homelike and handsome. Around many of the better residences are from one to five acres of land, all well improved. Prominent among them are those of Mr. Amaza Allen, Mr. Joseph Kennicott, Mr. Macnab, Mr. Sherra, Mrs. Kennicott, Mr. Burlingame, Mr. J. Peter, Mr. John Fleming, Mr. Newhall, Mr. Loomis and Mr. Thurbor.

The residence of Mr. Chas. H. Atkins deserves special mention. It is Mr. Atkins' country home, and is known as "Spring Lawn," which is an appropriate



CHAS. H. ATKINS' RESIDENCE.

name, taking everything into consideration. Though the house itself is not an elaborate affair, yet the surroundings are such as to make up one of the most desirable homes that could be imagined. The grounds enclosed about the house consist of 10 acres, and are beautifully ornamented with shrubbery and trees. In the enclosure stands a handsome pagoda, erected over an artesian well, which flows 120 gallons of pure water per minute. The well is 640 feet deep, and the water is free from all unwholesome and obnoxious tastes. The grounds are exceedingly artistic in all their appointments. Adjacent to his residence site is an orchard of 15 acres, containing every variety of fruit trees, and the choicest of fruit is grown in great abundance. He has also a deer paddock, in which five or six deer and a pair of buffalo roam in view of passing trains. Being a stock fancier, Mr. Atkins owns large numbers of thoroughbred horses, cattle, sheep, hogs, etc.; and for the comfort of his animals.

has built ample barn accommodation, pens and yards. Duck and fish ponds are also to be found there, which contribute in no small degree to the general beauty and attractiveness of Spring Lawn.

The place contains three churches—Presbyterian, Methodist and Lutheran; a fine brick school building—four departments for graded schools; three cheese factories; steam flouring mill; steam saw mill; three wagon and carriage shops; four dry goods stores; two hardware stores; three millinery stores; boot and shoe, drug, grocery, harness, furniture stores, etc. There are three hotels, all doing a good business. The three nurseries there furnish the property owners with every variety of trees and vegetable plants. Joseph Kennicott and John Clem are owners of the nurseries.

Taking the above facts into consideration, we look upon Arlington Heights as being on the high road to success. It extends every inducement to persons seeking suburban homes, supplying at its very doors every article necessary to make home comfortable.

PALATINE.

A distance of a few miles from business forms no impediment to the settlement of a suburb by people doing business in Chicago, as is evidenced by over sixty comfortable residences erected by this class of people alone, in Palatine. The place owing to priority of settlement, is more familiar to the reader than some of the others noted in this volume; and the gathering of 1,500 people at that place has made it a flourishing village. It is a market for the agricultural products of the southwest vicinage of Chicago, and thirteen business houses are in operation. Two elevators are built, from which were shipped, last year, 400,000 bushels of small grain. The place lies on the high divide between the Aux Plaines and Fox rivers, and consequently all the land is eligible to settlement and cultivation. Its location is twenty-two miles from the city, on the Wisconsin Division of the Chicago & Northwestern railroad, and sixteen passenger trains call at its depot each day. The commutation rate of fare is \$95 for an annual ticket.

An artesian well is being sunk, which will supply abundance of water for fire and other purposes.

Three church edifices, and a handsome graded school-building, worth \$11,000, rank among the most prominent improvements. In dwellings, those of Messrs. M. H. Lytle, Geo. C. Whipple, M. S. Johnson, James Wilson, Chas. Chery and R. S. Williamson are among the best.

All the streets are lighted and excellently finished, provided with sidewalks, etc. Palatine was platted seventeen years ago, by Joel Wood, and since that time has been steadily growing, and values moving gradually upward, though the morbid excitement in the land market of nearer districts has caused no rapid or extraordinary jumps in prices. The lots retail at from \$5 to \$60 per foot, and tracts circumjacent are selling at from \$75 to \$300 per acre.

It is universally conceded to be the best town lying near the city, and on the line of the Wisconsin Division.

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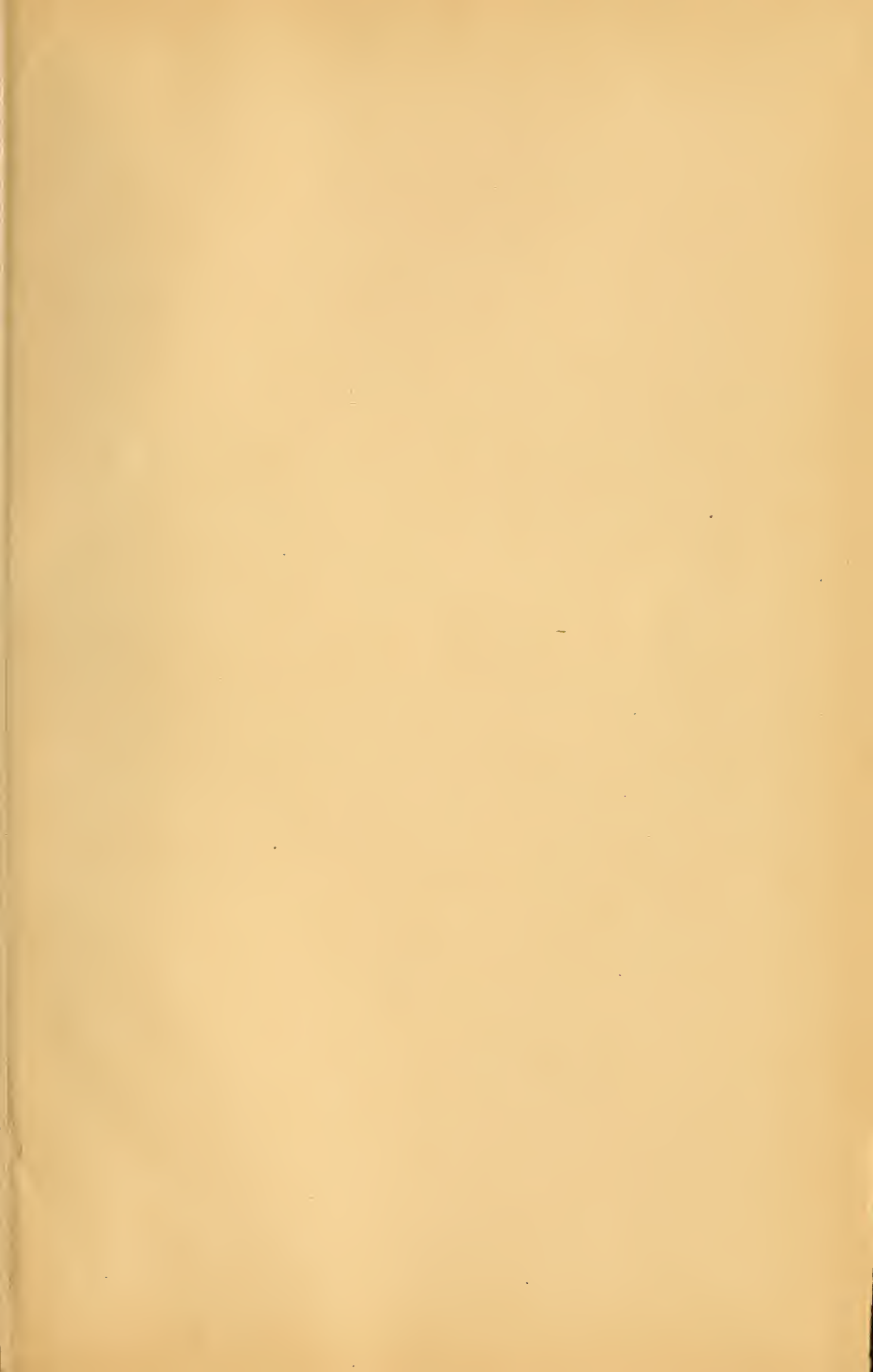
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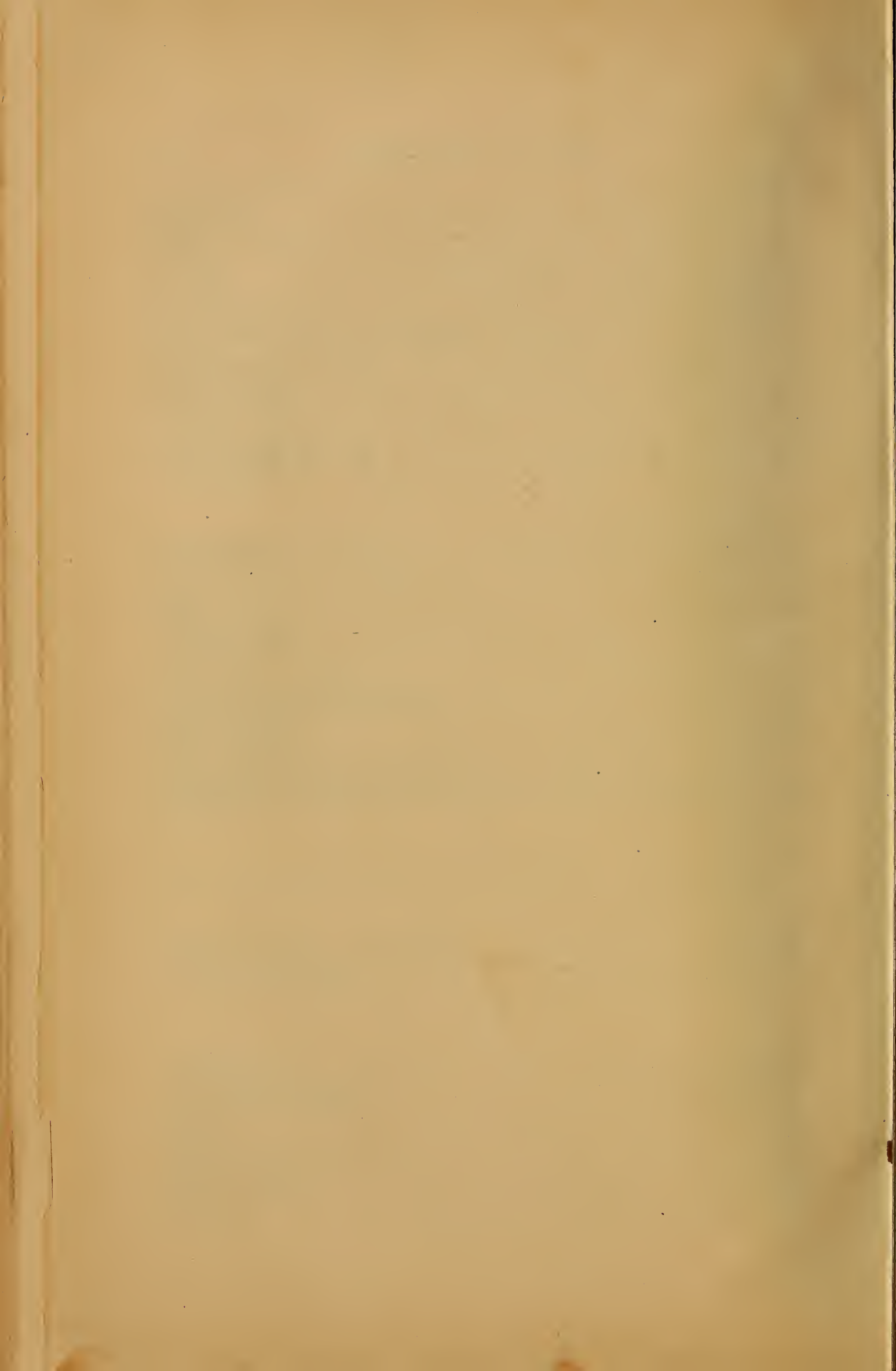
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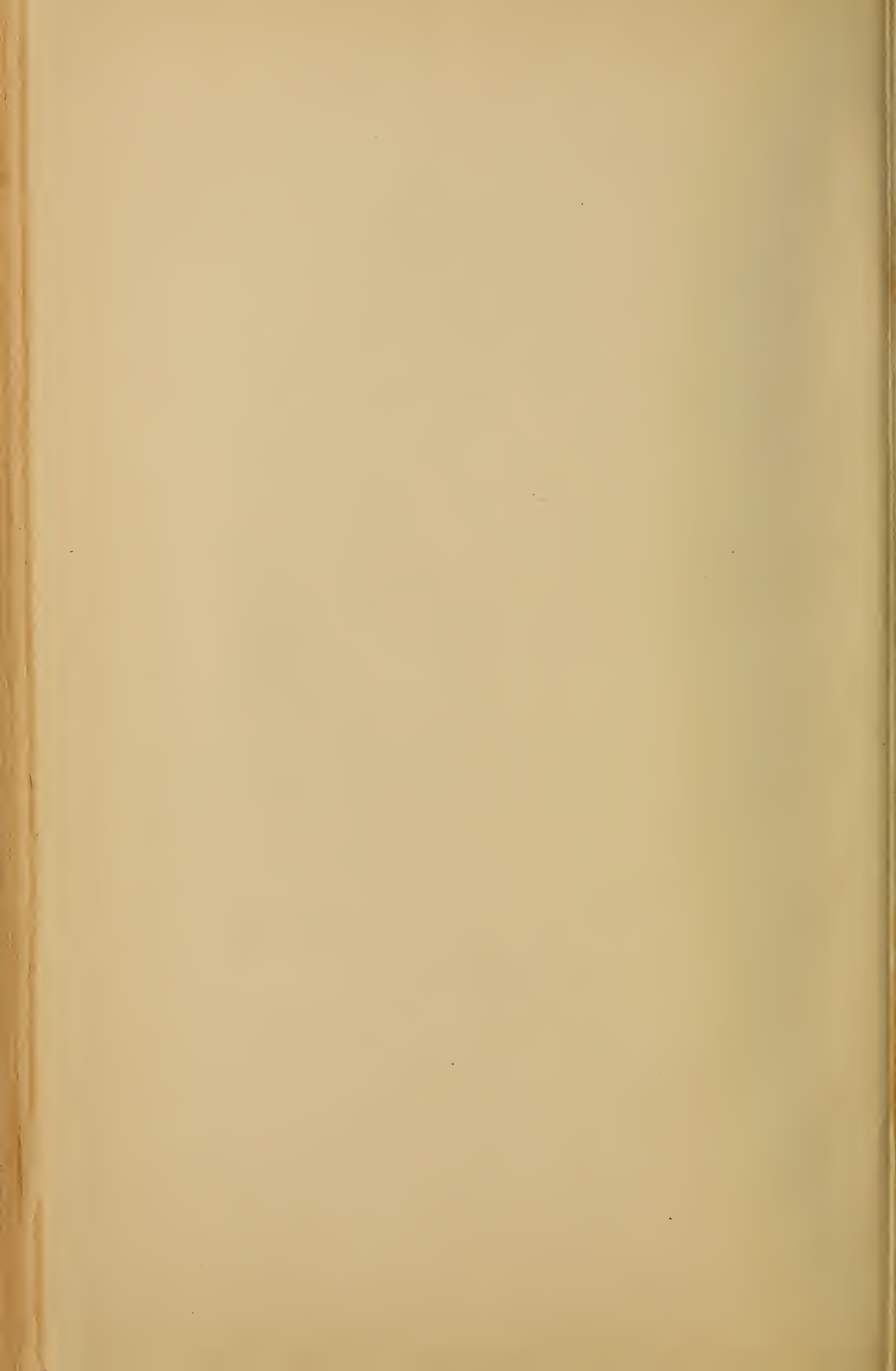
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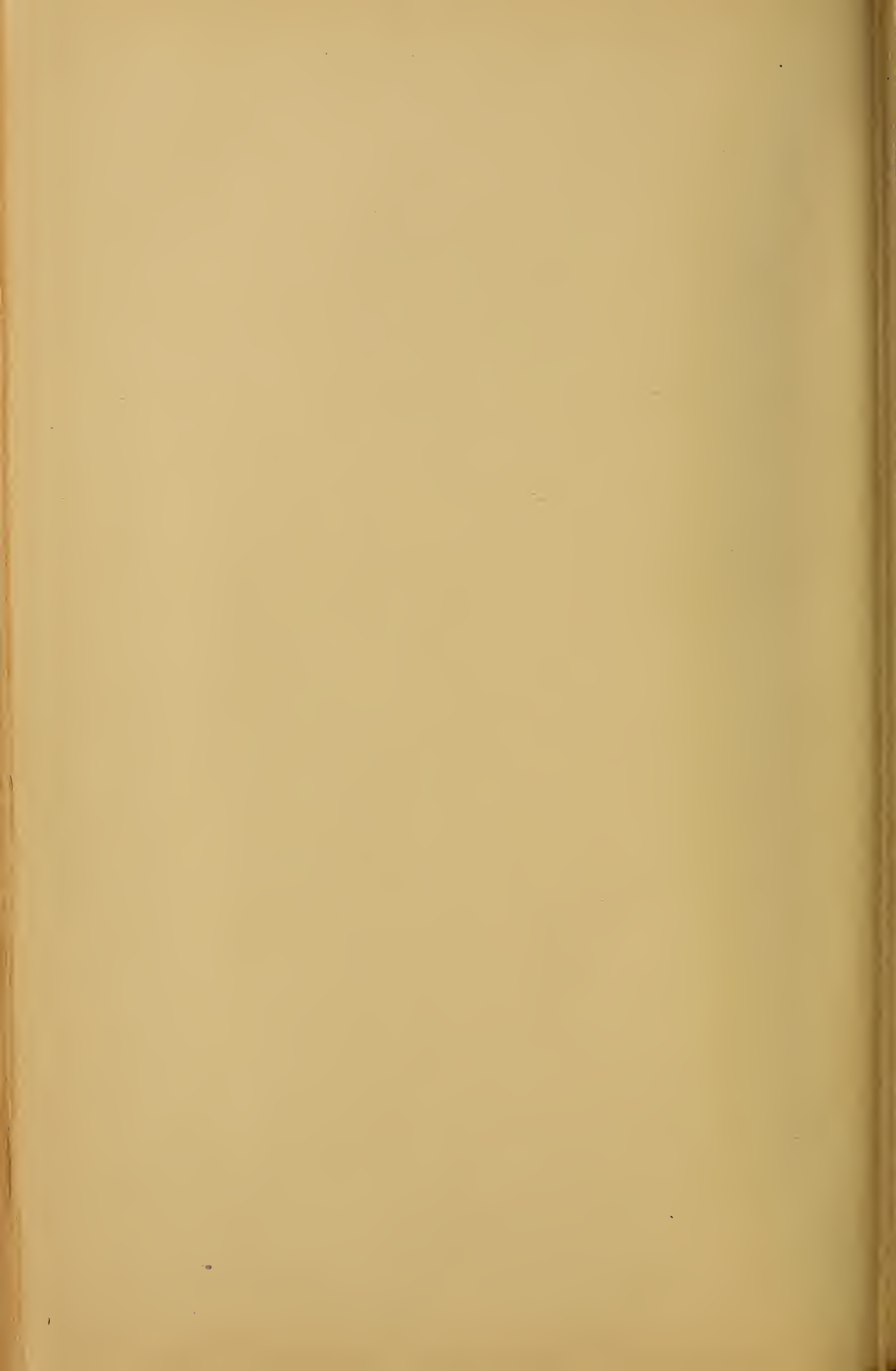
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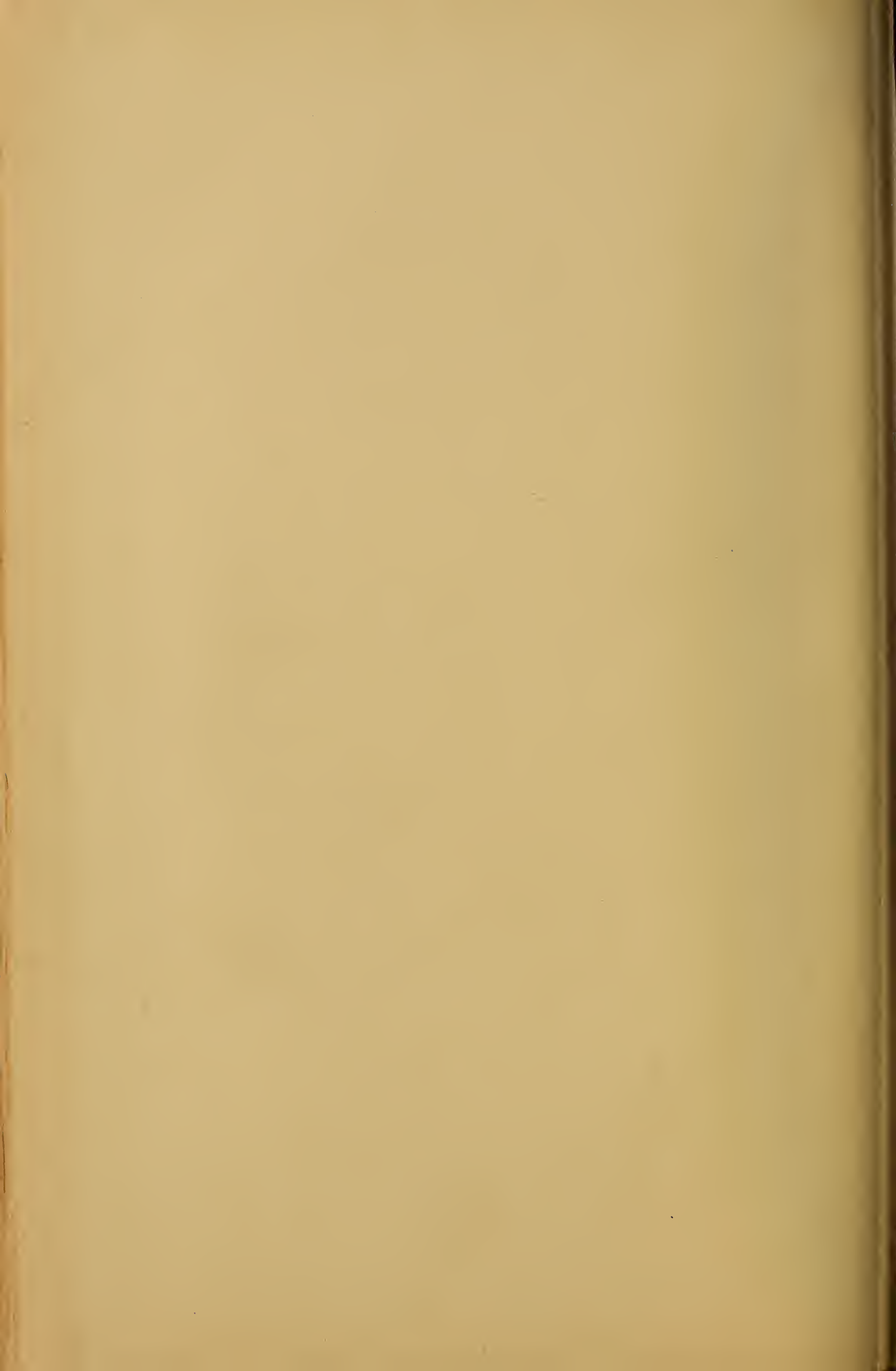


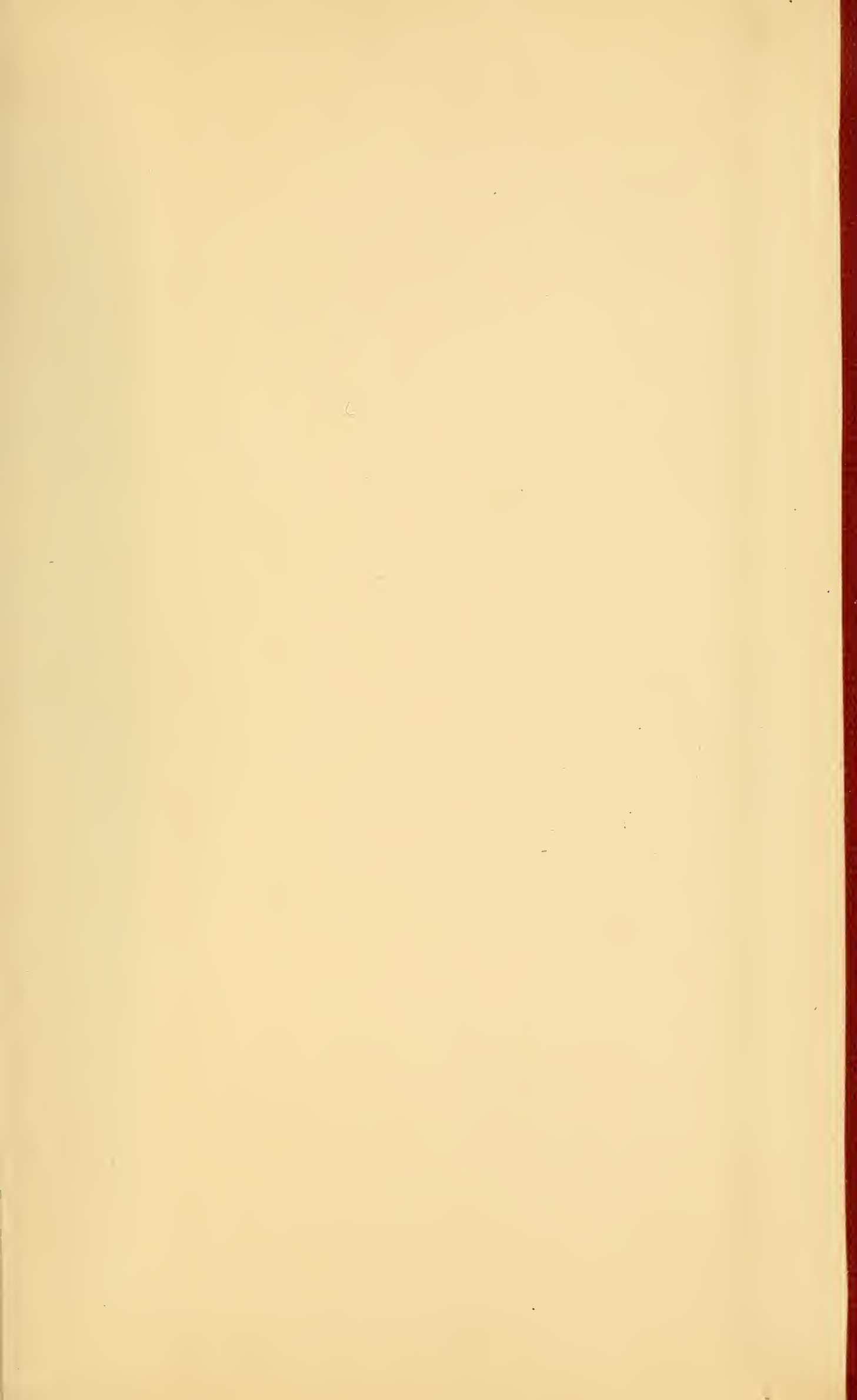














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